

THE CHRISTIAN SCIENCE MONITOR

LAST EDITION.

BOSTON, MASS., TUESDAY, JANUARY 4, 1910—VOL. II., NO. 33.

PRICE TWO CENTS.

J. PIERPONT MORGAN ARRIVES IN BOSTON TODAY FOR MEETING

Financier, as Boston & Maine Director, Comes From New York in Special Train for Business Session.

PURPOSE IS SECRET

Magnates Gather in President Tuttle's Office at 2 P. M. and Many of Those Controlling Line Attend.

J. Pierpont Morgan, the great Wall street financier—credited with either the practical control of or a large influence in railroads having a capitalization of \$4,027,105,000—arrived in Boston at 1:25 p. m. today to attend a meeting of the board of directors of the Boston & Maine railroad.

With Mr. Morgan as his guest on the trip from New York was President Charles S. Mellen of the New Haven road, who is also a director of the Boston & Maine.

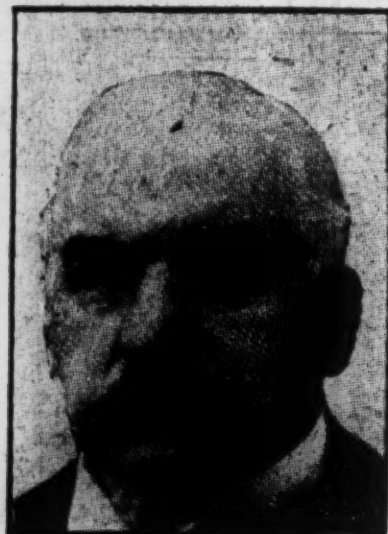
Mr. Mellen was in Washington Monday at the conference of railroad executives with President Taft, and it is likely that the matters discussed at that time will be put before the Boston & Maine directors by Mr. Mellen at this afternoon's meeting.

Both Mr. Morgan and Mr. Mellen left the private car at the South station and immediately went to the directors' meeting at the North station.

Mr. Morgan left the Grand Central station in New York at 8:50 o'clock this morning on a special train consisting of his private car No. 100 and a locomotive. The train will be held at South station in readiness for departure, subject to Mr. Morgan's orders for the return trip.

The purpose of the meeting of the Boston & Maine directors is not made public, although it is given out that the session will be held in President Tuttle's office in the North station at 2 p. m. The following directors were reported in attendance:

Samuel Hemenway and J. Pierpont Morgan of New York; William Skinner



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J. PIERPONT MORGAN.
New York banker whose financial activities extend to properties worth over \$4,000,000,000.

of Holyoke, Mass.; Alexander Cochran, F. C. Dumaine and Richard Olney of Boston and Clerk E. A. Ryder and Treasurer H. E. Fisher also of Boston.

The railroads in which Mr. Morgan is so greatly interested operate 71,000 miles of track and their gross earnings annually are over \$820,000,000. This mileage is 30 per cent of the total railway mileage of the United States.

It is possible that Mr. Morgan may take advantage of his presence in Boston to confer with Theodore N. Vail, president of American Telephone & Bell Company, concerning the telephone situation in Ohio, where the New York financier's firm has recently acquired independent possession of some telephone companies.

New York Trust Company Merger Amazes Financiers

NEW YORK—Business circles are catching their breaths today and recovering from the announcement that J. P. Morgan's interests have captured Levi P. Morton's Morton Trust Company, in which Thomas Fortune Ryan, the deposed street railway king of New York was a powerful factor; the Fifth Avenue Trust Company and the Guaranty Trust Company and that they are to be relegated to oblation, while in their stead is to be erected the new Guaranty Trust Company, the second largest trust company in the world with a total capitalization of \$5,000,000, but with resources of \$170,000,000.

Levi P. Morton, once Vice-President of the United States, is to be chairman of the board of the new trust company, but the company will be essentially a Morgan company with all that that implies.

"What does it all mean?" is the question that is being asked on all sides.

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The Candidates

A LITTLE GALLERY OF SNAPSHOTS NO. 11



MARK STONE.

Citizens Municipal League candidate for city council. He is a Democrat and resides in ward 19.

PRESENTS NEW BILL PROVIDING A BUREAU OF TRANSPORTATION

WASHINGTON—A bill making sweeping changes in the interstate commerce laws for the regulation of railroads was introduced in the House today by Representative Mann of Illinois, chairman of the committee on interstate and foreign commerce.

The measure proposes to create in the department of commerce and labor a bureau to be called the "bureau of transportation," where a shipper may file complaint against a railroad. If, after an investigation, the commissioner of the bureau of transportation finds that there is justice in the complaint he must report the facts to the attorney-general of the United States, and if the attorney-general is satisfied that there is a cause of action he is required to file a petition with the interstate commerce commission and prosecute the case at the expense of the government. The shipper may, if he prefers, still file his complaint direct with the commission and prosecute it at his own expense as the present law provides.

The bill makes it the duty of common carriers to establish just and reasonable classification and regulations and authorizes the interstate commerce commission to prescribe what they shall be.

The bill also makes it unlawful for any railroad to acquire by purchase, lease or otherwise, the ownership of any connecting line and forbids any form of ownership to acquire control of two competing lines of transportation unless permitted by the interstate commerce commission.

The bill was referred to the committee on which Mr. Mann is chairman.

MR. ROCKEFELLER ACTIVE JURYMAN

NEW YORK—"I am heart and soul in this investigation," said John D. Rockefeller, Jr., today, as he entered the criminal courts building to talk over the plans for the "white slave" traffic investigation.

Mr. Rockefeller was on Monday selected as foreman of the grand jury which is to make the investigation.

"If these stories are true," continued Mr. Rockefeller, referring to the alleged traffic, "the truth about them should be definitely known; if they are false, they should be silenced forever."

"SHOW RESULTS," SAYS MR. WILSON

WASHINGTON—"Produce results for the government before devoting part of your talents to outside interests," was the direction given by Secretary Wilson at a conference of all the bureau chiefs of his department. About 1000 of what are known in the service as student employees, mostly in Washington, but many scattered throughout the country, are affected.

SPECIAL ALDERMANIC MEETING.

A special meeting of the aldermen will be held Thursday afternoon to transact the necessary city business which shall carry the present city government over until Feb. 5, when the new government under the new city charter goes into effect.

LEBLANC EVIDENCE TAKEN.

Evidence in the case of Hattie Leblanc, charged with the slaying of Clarence F. Glover in Waltham, was placed before the Middlesex grand jury today. Eight witnesses were examined.

LEAGUE CANDIDATE NAMES EXECUTIVE COMMITTEE TODAY

List Contains the Names of Two Ex-Governors and Is Representative of Various Political Interests.

TWO NOON RALLIES

A public hearing by the election commissioners for taking evidence in the cases of alleged false registration in ward 8, the announcement of a campaign executive committee by James J. Storrow, a noon-hour rally for Mr. Storrow at a South End manufactory and a similar rally for Mr. Fitzgerald in Charlestown are the leading events in Boston's mayoralty campaign today.

It is said at Mr. Storrow's headquarters that the list of his campaign executive committee stands for as fine an endorsement as could well be obtained. Thomas L. Livermore has been chosen chairman, Henry A. Frothingham, the Democratic leader of ward 11, is secretary, and William M. Prest is treasurer.

The other members of the committee include Curtis Guild, Jr., John L. Bates, Andrew J. Peters, Charles T. Gallagher, Henry L. Higginson, Michael H. Sullivan, Samuel B. Capen, Frank Leveroni, J. Payson Bradley, Bernard J. Rothwell, Richard C. Cabot, Isaac L. Roberts, Robert A. Woods, John A. Coulthurst, Frank Nicholson, George A. Lawley, Patrick D. Walsh, David T. Montague, Michael C. O'Neil, William H. Shea, Robert Homans, Patrick Meenan, Leon M. Abbott, Grafton D. Cushing, Frederick W. Thayer, Charles C. Rothfus, Harry E. Hagan, Emory Bemis, James H. Knowles, Henry B. Leverenson, Michael H. Corcoran, Francis V. Falvey.

Among these members are two ex-governors of the state, one congressman, the leader of the Independence League party, a judge of the Massachusetts bench, the president of the Republican city committee, several who have had experience in the city government, besides representatives of the best interests of the city. It is said to be the first time in the history of the city that representatives of all parties have united in the endorsement of a candidate for a municipal chief executive.

Mr. Storrow's noon hour address today was given at a manufactory at 220 Camden street and he was listened to by

(Continued on Page Four, Column Three.)

EFFICIENCY TEST FOR CHICAGO MEN

Civil Service Board Plan of Keeping Tab on Municipal Employees—Request for Fifty Thousand Dollars.

CHICAGO—Elton Lower, president of the civil service commission, appeared before the city council finance committee Monday with a request for an appropriation of \$50,000 to carry out an efficiency plan which, if adopted, will place Chicago ahead of all American cities in a municipal efficiency system.

Mr. Lower contemplates the establishment of bureau of experts to keep tab on the municipal employees, to keep a constant record of their efficiency, to investigate and examine, and, in general, carry out the provisions of the city civil service act.

Boston, New York and Washington, it is said, have long been figuring on such a scheme as Mr. Lower has proposed.

Most of the employees of the city of Boston are under the supervision of the civil service commission, which directs affairs from the State House. Franz Karbaum, civil service inspector, makes a weekly report to the commission.

When the payrolls of the city are made up a duplicate is sent to the civil service commission. If for any reason the commission finds that there is a person on the payroll who should not receive pay for his services under the rules of the commission, the city treasurer is notified to withhold his pay in regard to that particular payroll. Before he can receive his pay the commission must be satisfied that the person is entitled to it.

RUSSELL BEGINS FIFTEENTH DAY

"Daniel Blake Russell," the claimant in the Russell will case, resumed the witness stand for the fifteenth day of his examination before Judge Lawton at the Middlesex probate court this morning.

On cross examination by Attorney Nason, counsel for the respondent, he denied all knowledge of William Rousseau and said he had never received a letter from Joseph Rousseau asking for aid. He testified that he had not dictated a will at Attorney Traxler's office in Minneapolis bequeathing his money to Horace G. Whitmore, R. C. Jones and his two children and Mrs. Lizzie Vez.

REPUBLICAN STATE SENATORS TO MEET TO NAME OFFICERS

Representative O'Brien Says He Does Not Believe That the Democrats Will Hold a Caucus.

LISTS ARE MADE UP

The Republican members-elect of the Massachusetts Senate will meet at the State House tonight and nominate their officers for the coming session preliminary to the first meeting of the Legislature Wednesday at 11 a. m.

In response to the question as to whether or not the Democratic members of the Legislature would hold a caucus of their own, Representative William H. O'Brien of Boston, who first advocated the holding of such a caucus, said they would probably not.

The committees for the coming legislative session have been made up and will be announced Wednesday in both House and Senate directly after the formal work of organization is completed.

The branches meet in their chambers at 11 a. m., and the choice of the Republican caucus will be ratified, President Treadway succeeding himself in the upper branch, Speaker Walker being re-elected in the House and Thomas F. Pedrick of Lynn being elected sergeant-at-arms to succeed Capt. David T. Remington, who retires. Henry D. Coolidge of Concord will again be clerk of the Senate, and James W. Kimball of Lynn will succeed himself as clerk of the lower branch.

On Thursday the Legislature, in joint convention, will inaugurate Gov. Eben S. Draper for a second term as Governor, and for the second time also the Hon. Louis A. Frothingham of Boston will be sworn in as Lieutenant-Governor.

Committee Organization Marks Campaign Opening

The organization of the state political committees marks the beginning of the congressional and state campaigns in Massachusetts. The Democratic state committee has already chosen its officers for 1910, and re-elected Chairman Frederick J. Macleod. Thomas J. Collins is secretary and Charles F. Riordan treasurer.

Following the state campaign last November Chairman Macleod felt that he

(Continued on Page Four, Column One.)

AMERICA TO PASS ON COOK RECORDS

Polar Data Left Copenhagen Dec. 21 and Should Arrive in Washington About the End of This Week.

WASHINGTON—Dr. Frederick A. Cook's polar data is on its way to Washington to be examined by the National Geographic Society. According to information sent to Prof. J. H. Gore, the documents were started from Copenhagen on Dec. 21, which would get them to Washington about the end of the present week.

Professor Gore, rear-admiral Pillsbury and Dr. W. M. Hayes of the geological survey will examine the papers and make a report early this month.

President Willis L. Moore of the society has announced that he will not be a candidate for reelection. Professor Moore has been president of the National Geographic Society five terms.

PORTLAND, Me.—Rising in their seats and cheering lustily while the orchestra played "America," the citizens of Portland Monday night paid tribute to Commander Robert E. Peary on his first appearance on the lecture platform in New England since the discovery of the north pole. Commander Peary's lecture occupied an hour and was illustrated with some 200 views. He made no reference to Dr. Frederick A. Cook.

COPENHAGEN—Walter Lonsdale, Dr. Frederick A. Cook's secretary, announced Monday that he had received a letter from Dr. Cook, but he declined to give the explorer's address.

ARMS INSPECTOR SUBMITS REPORT

The report of Capt. Stuart Wise, inspector of small arms practice, sixth infantry, just filed with Adjt.-Gen. William H. Brigham, shows 231 experts, 10 sharpshooters and 441 marksmen with the rifle, and 71 experts, 19 sharpshooters, 12 first-class and 24 second-class men with the pistol, in this regiment for the past season.

The report shows a falling off in the figure of merit of 1.13 per cent. It is explained that Companies C and K of Lowell are to a great extent responsible for this decline, the former company falling off 22 points during the past season and the latter company 15 points. The figure of merit is now 128.18.

Arguments for Ship Subsidy Bill

By Congressman W. E. Humphrey of Seattle, Wash.

THAT our foreign trade in 1910 will be more than \$3,000,000,000 and that foreign ships will carry 95 per cent of it at a compensation of more than \$200,000,000.

That shipping combines on the Atlantic ocean have, within the past three years, raised the freight rates more than 30 per cent.

That at one time these combines on the Pacific ocean increased the rates more than 500 per cent.

That we have no transports for our army, no auxiliaries for our navy. That we send mails, ammunition, supplies and even soldiers to the Philippines in Japanese vessels.

That we have naval vessels today that we cannot furnish with crews.

That if we had war on the Pacific tomorrow the fleet there would be as helpless as if it possessed no guns or ammunition and had no way to secure them.

That foreign ships in time of war could not be used or bought to supply the navy with coal.

That sufficient American ships are not in existence for this purpose.

That in case of war 250 vessels would be needed for transports and that there are not now 25 under the flag for this purpose.

That Japan has 260 vessels with which to carry troops and could carry 200,000 at one time.

That Japan has 500,000 trained sailors, while America has not 1000 to furnish crews for naval vessels.

That Japan could put 100,000 men in Hawaii and 250,000 in the Philippines in less than 30 days.

That the United States could not place 50,000 men in the Philippines in the next two years, even in times of peace, if we were compelled to employ American ships, as would be the case in time of war.

REPAIRING WATER MAIN LEAK TODAY

Bursting Pipe on Tremont Street Causes Damage Approaching \$200,000 Late Monday Evening.

The city water department under the personal direction of the superintendent, Joseph H. Caldwell, is busily engaged today in repairing the 20-inch water main on Tremont street between Eliot and Hollis streets, the bursting of which at about 6:22 p. m. Monday evening, caused an estimated damage to nearby property of between \$150,000 and \$200,000. The district affected is bounded by Tremont, Eliot, Lagrange, Washington, Beach and Kneeland streets.

In about an hour after the bursting of the main the water department had the trouble under control, and the water quickly disappeared. Part of the crew was near the spot, but the difficulty in locating the break caused some delay. In the meantime there was a foot or two of water in the streets, some of which poured into the subway, although the service there was hardly interrupted.

The rising of water in adjacent basements caused considerable of the damage to property in the vicinity. Four theaters were affected, the Majestic, Colonial, Globe and Gaiety. The damage at the Majestic was about \$20,000 to scenery, which prevented a performance.

GENERAL ESTRADA DIVIDES HIS ARMY

Revolutionists' Advance Into Interior of Nicaragua From Bluefields Is Being Made by Three Routes.

BLUEFIELDS (via wireless to Colon)—Provisional President Estrada is not going to stake the success of the entire revolutionary movement on a single battle at Acopya if the manner of his advance on Managua, now well under way, is an indication of his plan of campaign.

The advance is being made by three routes, one division being under General Chamarro, which will sail up the San Juan river and possibly move on to Managua via Lake Managua; another under General Mena, which will engage the government army at Acopya, in central Nicaragua, and a third under General Matuty, which is now advancing into the Chontales district and may either cooperate with Mena's division or detour to the north or south of Acopya.

There is no definite information obtainable regarding the number of soldiers in any of these divisions or of the size of President Madrid's force, which is centering at Acopya. It is generally accepted that General Estrada has approximately 3000 soldiers, though many of this number are recruits who joined his standard since the defeat of the government troops at Rama and Recreo. There is still the hope here that an agreement will be reached before another battle.

MEXICO CITY—Mexican Nuevo has published a letter from Francisco Vigil, representative of the provisional government of Nicaragua at Bluefields, in which Vigil asks Jose Santos Yelaya to present proof of his statement that the revolution was supported by the United States.

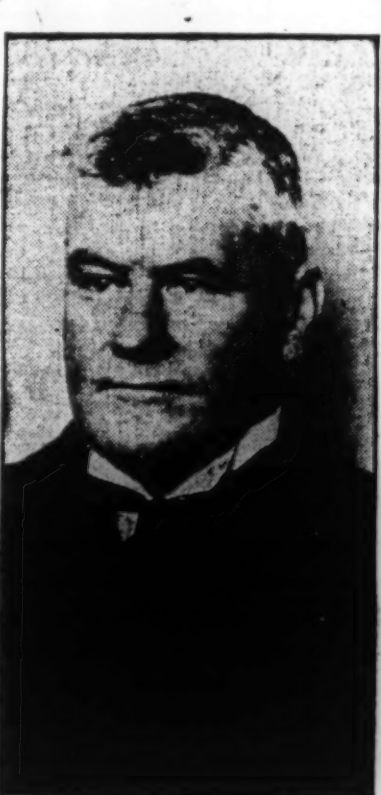
EIGHT CHILDREN RESCUED AT FIRE

Eight children, of four of whom Mrs. Anderson Schofield is the mother, were rescued from a burning house at 4 Blackstone street, North Cambridge, this morning. The loss is estimated at \$2000. The building is owned by Henderson Brothers of North Cambridge.

CONGRESS RECONVENES TODAY.

WASHINGTON—Congress reconvened after its two weeks recess promptly at noon today. Only brief sessions were held in each house out of respect to the late Senator McLaurin of Mississippi.

Captain Charles Is Named As New Commander of the Big Cunarder Mauretania



CAPT. J. T. W. CHARLES, R. N. R. Commander-designate of fast turbine steamer Mauretania was once British naval officer.

CAPT. J. T. W. CHARLES, commander R. N. R., and now in the Cunard life steamship *Sylvania*, which sails today for Liverpool, will, according to advices from that city, be given command of the *Mauretania*, the swiftest and one of the two largest vessels in the world. Captain Charles has as yet received no official intimation of his promotion. He will succeed Capt. William Pritchard, commodore of the Cunard fleet.

Captain Charles commenced his sea-faring career more than 30 years ago. He was born in Hampshire, Eng., in 1863, and first went to sea as an apprentice in the bark *Eta*.

After service with the East India Company Captain Charles served two years in the royal navy as a lieutenant and then entered the Cunard service in 1895, his first assignment being as fourth officer of the *Cephalonia*, Liverpool-Boston.

Since that time he has been in vessels of every type owned by the Cunard line, except the huge twin-leviathans, one of which he is about to command. His first Cunard command was the *Aleppo* in 1904.

FISHING SKIPPER MAKES A RECORD

Capt. James O'Brien of the Boston fishing schooner *Margaret Dillon*, has made a remarkable record for his vessel since he took command five weeks ago. In that time the *Dillon* has stocked more than \$5000, or an average of \$1000 per week.

Captain O'Brien is one of the youngest captains in the T wharf fleet. The crew has netted about \$200 apiece for five weeks of fishing. The *Dillon* was in today with a shore trip of 8000 pounds of haddock, 4000 pounds of cod, 1000 pounds of hake, 1000 pounds of cusk, and 3000 pounds of pollock.

MILWAUKEE MAYOR IN BOSTON.

Mayor David S. Rose of Milwaukee will be the principal speaker this evening at Faneuil hall at a mass meeting called by Cigarmakers Union 97 of Boston for the discussion of "The Social, Moral and Economic Aspect of No-License and Prohibition."

SMALL BLAZE IN BANKER'S HOME.

Fire in the home of Frank G. Webster, 167 Commonwealth avenue, a member of the banking firm of Kidder, Peabody & Co., this morning at 5:45 o'clock did \$200 damage. The family was awakened in time to telephone for the fire department early in the fire's progress.

HUMPHREY SUBSIDY BILL IS INTRODUCED ACCORDING TO PLAN

Indorsed by Mr. Taft This Measure Becomes the One Supported by the Administration Forces.

HELPED TO DRAW IT

Bright Outlook Gives Promise of Final Action on Subject During the Present Session of Congress.

WASHINGTON—The administration ship subsidy bill was introduced in the House today by Representative William E. Humphrey of Seattle, Washington, one of the greatest ship subsidy experts in the American Congress. The bill is based on a similar bill introduced by Mr. Humphrey during the special tariff session of last year, but a number of changes have been made in the text of it, as the result of conferences Mr. Humphrey has had with President Taft and members of the cabinet. Today's bill thus becomes that which the administration is supporting, and some explanation of its purpose, and how the bill will operate if enacted into law, is important.

The outlook for subsidy legislation is brighter at this time than it has been for a number of years, and the friends of the proposition are really beginning to think that there is something better than a fighting chance for final action before the present session adjourns.

Because he has introduced the administration bill, and because of the fact that he is a recognized authority on subsidy matters, your correspondent today asked Mr. Humphrey for a statement which would explain the scope and purpose of the proposed legislation. His statement follows:

Humphrey Bill Contains Three Vital Propositions

The bill contains three distinct propositions.

First—To increase the mail pay to American ships on routes to South America, China, Japan, the Philippines and Australasia to \$4 a mile outward voyage, where the voyage is 4000 miles, or more.

Second—To increase the tonnage taxes on the transoceanic trade.

Third—Free ships, that is, to admit foreign built ships to American registry for the foreign trade.

The first of these propositions is the most important. It is proposed by this section to amend the act of March 3, 1891, so that on voyages of 4000 miles

(Continued on Page Seven, Column One.)

ANNOUNCE CASTS FOR GRAND OPERA

Management Makes Public the Names of Principals at Coming Metropolitan Company's Performances.

The casts were announced this afternoon by R. I. Carter, representing the management, for the Metropolitan Opera Company's performances of grand opera at the Boston opera house in the week beginning Jan. 10.

Mme. Destinn, who in the first announcement was mentioned in the list of possible Elsas, will not appear here. The role of Elsa will be sung by Mme. Gadski.

Soon after the sale of single tickets for single performances began today, the seats for "Tosca," the opera in which Miss Geraldine Farrar will sing, were all taken.

The casts are given in abbreviated form below:

Monday, Jan. 10, 7:30 p. m., "Tristan and Isolde," in German. Tristan, Burrian; King Mark, Blasse; Isolde, Mme. Fremstad; Kurnewal, Whitehill; Brangäne, Mme. Homer. Conductor, Toscanini.

Thursday, Jan. 13, 7:30 p. m., "Lohengrin," in German. Lohengrin, Jörn; Elsa, Mme. Gadski; Ortrud, Mme. Homer; Friedrich, Forsell; Conductor, Hertz.

Friday, Jan. 14, 8 p. m., "Tosca," in Italian. Tosca, Mme. Farrar; Cavaradossi, Martin; Scarpia, Scotti. Conductor, Tange.

Saturday, Jan. 15, 1 p. m., "Parsifal," in German. Amfortas, Whitehill; Titirel, Witherspoon; Gurnemanz, Blasse; Parsifal, Purrian; Kundry, Mme. Fremstad; Klingsor, Goritz. Conductor, Hertz.

Saturday, Jan. 15, 8 p. m., "Trova-tore," in Italian. Leonora, Mme. Gadski; Azucena, Mme. Flahaut; the Count, Gilly; Mauricio, Slezak.

POSTMASTER VISITS CINCINNATI.

Postmaster Mansfield of Boston today is in Cincinnati to attend a meeting of the commission appointed by the postmaster-general to investigate the vaguam method of pneumatic tubes. He expects to be gone a week, and before returning will visit Chicago to witness a demonstration of the system.

News of the World Told by Cable and Correspondence

DR. RICHTER PRAISES ADMINISTRATION OF BRITISH IN CYPRUS

Among Various Achievements He Notes Drainage of Swamps and Tree Planting on the Plains.

ASBESTOS INDUSTRY

BERLIN.—Dr. Max Ohnefalsch Richter heaps praise on the British administration of Cyprus in an article, entitled "The new and improved conditions of agriculture and forestry by the English in Cyprus," in the *Landwirtschaftliche Presse*, in the course of which he reviews the progress made during the past 30 years.

Among the achievements that challenge his admiration are forest delimitation, the restriction of grazing rights and the delimitation of special grazing areas, the drainage of swamps, the construction of main roads and bridges and tree planting in the plains. In agriculture he sees the basis for the future prosperity of the island, particularly since Egypt offers such excellent market for Cyprian products. The chief drawback today he finds in the lack of necessary transportation facilities to move her produce. Asbestos has been recently developed in commercial quantities, and this, with gypsum and terra umbra, constitute the basis of the mineral wealth of the island. The copper industry has flagged, owing to the working out of the mines and the failure to develop new ones.

AT THE THEATERS

BOSTON.

AMERICAN MUSIC HALL.—Vanderbilt. BOSTON.—"Bright Eyes." CASTLE SQUARE.—"The Awakening of Helena Richie."

Matinee, Miss Ruth St. Denis. GLOBE.—"The Wolf." HOLLY STREET.—"Inconstant George." KITH & PROCTORS.—"The Man from Home." PARK.—"The Man from Home." TREMONT.—"The Man from Home."

Boston Opera House. TUESDAY, 8:30 p. m.—Gertrud von Axen's recital. Ballad of Light. WEDNESDAY, 8:30 p. m.—Ballad of Light; soloists, Gertrud von Axen, Orléande, and Irene Sanden's recital. Ballad of Light. THURSDAY, 8:30 p. m.—Irene Sanden and Orléande, Ballad of Light. FRIDAY, 8:30 p. m.—Gertrud von Axen's recital. Ballad of Light. SATURDAY, 8:30 p. m.—Ballad of Light; soloists, Irene Sanden and Orléande. SUNDAY, 8:30 p. m.—Irene Sanden's recital. Ballad of Light.

Boston Concerts. TUESDAY, Steinert Hall, 8:30 p. m.—Violin recital, Leonora Cammer. Hotel Tuller, 3 p. m.—Children's song nature, Miss Bertha Wesselschmidt. TUESDAY, Hotel Tuller, 11 a. m.—Mr. Abbott's Pageant in Penniman. Symphony Hall, 8:15 p. m.—Song recital, Miss Lina Cavalieri, assisted by George Harris, Jr. WEDNESDAY, Symphony Hall, 8:30 p. m.—Composer's recital; Mme. Leka Lehmann, assisted by Miss Jonell, Miss Turner, Dan Borden, Frederick Hastings and Albert Hold. Jordan Hall, 8 p. m.—Second concert, Apollo Club, assisted by Stephen S. Townsend, baritone. THURSDAY, Jordan Hall, 8:15 p. m.—Third concert, Apollo Club, assisted by Miss Hedwig Schroeder. FRIDAY, Symphony Hall, 8:30 p. m.—Twelfth recital, Boston Symphony orchestra, assisted by Missa Elinor, violinist. SATURDAY, Jordan Hall, 3 p. m.—Piano recital, Miss Edith Thompson. Symphony Hall, 8 p. m.—Twelfth concert, Boston Symphony orchestra, assisted by Missa Elinor, violinist.

NEW YORK. AMERICAN.—Vanderbilt. ASTOR.—"Seven Days." BELASCO.—"Is Matrimony a Failure?" BROAD.—"The Little Girl." CASINO.—"The Chocolate Soldier." COLONIAL.—Vanderbilt. COMEDY.—"The Little Girl." CRITERION.—"The Bachelor's Baby." EMPIRE.—"The Belle of Brittany." GAIETY.—"The Fortune Hunter." GARDEN.—"The Name on the Door." GARRICK.—"Your Humble Servant." HACKETT.—"Cameo Kirby." HAMMILL.—"The Little Girl." HERALD SQUARE.—"Old Dutch." HIPPODROME.—Spectacles. HUDSON.—"The Next of Kin." IRVING PLACE.—Dramas and operettas in German. KITH & PROCTORS, Fifth avenue.—Vanderbilt. KNICKBOURNE.—"The Dollar Prince." LIBERTY.—"The Fires of Fate." LYCEUM.—"The Little Girl." LYRIC.—"The City." MANHATTAN OPERA HOUSE.—Grand Opera. Saturday evening, "Herodias." METROPOLITAN OPERA HOUSE.—Grand Opera. Tuesday evening, "La Bohème." Wednesday evening, "Tannhäuser." MAXINE ELLIOTT.—"The Passing of the Third Floor Back." NEW AMSTERDAM.—"The Silver Star." NEW THEATRE.—Repertoire and opera. Tuesday evening, "The Nigger." Wednesday afternoon and evening, "The Nigger." NEW YORK.—"The Man Who Owns Broadway." SAVOY.—"The Commanding Officer." STUYVESANT.—"The Lily." WALLACKS.—"A Little Brother of the Rich." WHITNEY.—"The Goddess of Reason."

CHICAGO. AMERICAN.—Vanderbilt. AUDITORIUM.—Boston Opera Company, week of Jan. 10. Monday evening, "Aida." Tuesday evening, "Lakmé." Wednesday afternoon, "Carmen." Wednesday evening, "La Bohème." Thursday evening, "Rigoletto." Friday evening, "Madame Butterfly." Saturday afternoon, "Faust." Saturday evening, "Huguenots." CHICAGO OPERA HOUSE.—Mme. X. COURT.—"The Little Girl." GARRICK.—"Havana." GRAND OPERA HOUSE.—"The Fourth Estate." GREAT NORTHERN.—"The Little Girl." HAYMARKET.—Vanderbilt. HILTON.—"The Little Girl." LA SALLE.—"The Flirting Princess." LYRIC.—"The Fortune Hunter." MAJESTIC.—Vanderbilt. PAWNEE.—"The Little Girl." PRINCE.—"The Goddess of Reason." STUBBINS.—"The Little Girl." WHITNEY.—"The Little Girl."

FRENCH PRESS SAYS RUMORED MEETING OF RULERS IS FALSE

Declares Report in Germany That Emperor Will See President at Monte Carlo Is Entirely Unauthorized.

DENIAL CONFIRMED

(Special to The Monitor.)

PARIS.—The recent remarkable announcement in the Berlin journal *Die Post*, to the effect that a meeting between the German Emperor and President Fallières at Monte Carlo was in contemplation, is thus commented on by the *Journal des Débats*: "This attempt to feed the ground is very clumsy. M. Fallières has already and indeed only this year visited the Oceanographic museum built above Monte Carlo. He has no reason for repeating his visit, whatever may be the desire of the Prince of Monaco. If ever the most elementary laws of propriety and the well understood interests of the two countries should render possible an interview between the heads of the two states it would not be in a gaming house that they would meet. A conjecture of this kind could only have germinated in the minds of the unauthorized brokers of cosmopolitan diplomacy."

This denial is explicitly confirmed by M. André Meyl in the *Echo de Paris*, when he says: "Neither at the Elysée nor at the Quai d'Orsay is anything known of a contemplated interview between the two heads of states on the territory of Monaco. The movements of the President for next spring are definitely settled and a journey by M. Fallières to Monaco has at no time been contemplated. The President is going to Bordeaux for the inauguration of an aerodrome and to Savoy on the occasion of the fiftieth anniversary of the reunion of the province with France."

UPLANDS FARM TO GO ON MARKET

Victoria Suburb to Have Spacious Streets and Driveways—New Addition Overlooks Cadboro Bay.

(Special to The Monitor.)

VICTORIA.—B. C.—The proprietors of the 450 acres known as Uplands Farms, overlooking beautiful Cadboro bay, and adjacent to the city, are preparing to put it upon the market as soon as the proposed agreement with the municipality of Oak Bay shall be ratified by the rate payers. This agreement involves the expenditure of about \$450,000 in improving the property, the making of streets, sidewalks and boulevards, and the laying of water mains and sewers. The municipal council will agree not to raise the rate of taxation until all these improvements shall have been carried out. The Uplands Farms is said to be one of the finest natural sites for residential purposes on the Pacific coast, and the syndicate controlling the property intend making it the most attractive suburb of Victoria. The plan, as prepared by a firm of landscape artists, provides for broad and spacious streets and driveways, public fountains, boulevards, etc., while each lot sold will carry building restrictions which will ensure high-class residences.

BUREAU AWAKENS INTEREST IN ARGENTINE EXPOSITION

(Special to The Monitor.)

WASHINGTON.—The international bureau of the American republics is endeavoring to promote interest, in every possible way in the expositions which are to be held in Buenos Aires, Argentine Republic, from May to November, 1910. Dec. 1 was the end of the period announced for securing space reservations, and intending exhibitors will only be able to do so, and only possibly at that, by inducing either the minister of their country to the Argentine or else the international bureau to intercede with the exposition authorities to make an exception in their favor. The final definite program for the fourth Pan-American conference which is to meet at Buenos Aires, July 9 next, has been arranged. It includes the following:

The organization of the conference. Commemoration of the American republics, many of those nations celebrating their national centenaries in 1910 and neighboring years. Submission and consideration of the reports of each delegation as to the action of their respective governments upon the resolutions and conventions of the third conference, held at Rio de Janeiro in July, 1906. Submission and consideration of the report of the director of the international bureau of the American republics. Resolution expressing appreciation to Andrew Carnegie for his generous gift for the construction of the new building of the American republics in Washington.

SUBMIT QUESTION OF ADMINISTRATION TO REFERENDUM

Societies and Corporations of Archipelago to Take Vote on Matter of Government of Canary Islands.

LOCAL RIVALRIES

(Special to The Monitor.)

MADRID.—Owing to local rivalries the administration of affairs in the Canary Islands has for almost a century been a cause of much trouble to the Spanish government. Lately the conditions have assumed an acute form, and Senor Moret, influenced by the deputies representing the islands, has decided to submit the whole question of administration to the opinion of all the corporations and societies of the archipelago and to lay the result of this referendum before the Cortes.

The seven islands of the Canary archipelago, first occupied by the Spaniards in 1492, were united by the Emperor Charles V. in 1526 under a single jurisdiction with the capital at Las Palmas. This town also became the residence of the captain-general of the archipelago, who was appointed by Philip II. in 1566. During the next two centuries various captains-general incurred censure for absenting themselves from the capital for the purpose of visiting Santa Cruz de Tenerife. In 1822, however, the capital was transferred from Las Palmas to Santa Cruz by the Cortes, and a feeling of rivalry was created between the two islands. In 1852 the archipelago was divided into two provinces—an eastern, including Grand Canary, Fuerteventura and Lanzarote, and a western, including Tenerife, La Palma, Gomera and Hierro. This arrangement lasted only a few months. In 1873, under the republic, it was proposed to embody a measure in the constitutional law, whereby the federal Diet would sit alternately at Santa Cruz and Las Palmas. The proposal was supported by all the deputies for the islands, but the restoration of the monarchy prevented its passing into law.

Since then various attempts have been made to promote decentralization, but without success, and the aspirations of Grand Canary remain unfulfilled. Las Palmas, the capital of the Canaries during three centuries, now claims equality of treatment with Santa Cruz on the grounds of logic and expediency. Last year 5000 steamships entered Las Palmas, as against 3000 steam and sailing ships at Santa Cruz. Las Palmas lies on the route to South Africa and America, and possesses important coal depots and docks.

BOARD OF TRADE COMMITTEE ISSUES COPYRIGHT REPORT

(Special to The Monitor.)

LONDON.—The board of trade appointed a committee some time ago to consider the revised international copyright convention signed in Berlin last year. The report of this committee, which includes representatives of literature, painting, the dramatic and publishing worlds, and law, has just been issued. Among their recommendations are the following: "In any consolidating or amending act it would be desirable that the remedies to be conferred upon authors or their assigns, etc., against persons infringing their rights, should be reduced to some uniform state; for instance, with regard to damages, penalties, and rights of seizure and confiscation of copies."

"The limits of the time for proceedings should be made uniform, and copies which constitute an infringement should become the property of the owner of the copyright, except in cases where such a provision would be inapplicable, as, for instance, architecture."

Mr. Joynton-Hicks in an appended note says: "The extension of copyright to architecture itself, apart from the actual plans from which the subject-matter of the architecture is built, is an entire innovation, and one, I venture to suggest, exceedingly difficult to carry out in practice, and one which might be very detrimental to the progress of building construction."

This note has reference to the recommendation of the committee, by a large majority, that architecture should be accepted as matter to be protected, both for the sake of uniformity and because it deserved to be protected, and represents no difficulties in principle from that applicable to the sister arts. It is also proposed that protection should be given against copying buildings, whether by use of plans or otherwise, and against the use of drawings or models for purposes other than those authorized. The proposal to extend the term of protection to authors "would tend to beneficial assistance in the development and progress of literature and art."

It was also concluded by the committee that the author should have freedom of action. Authors of literature, technical or artistic works are, according to the terms of the convention, to have the exclusive right of authorizing the reproduction and public representation of their works by cinematography, and the committee concurs in this.

W. W. ASTOR GOES TO HELP HIS SON

ROME.—William Waldorf Astor has left Sorrento for London with the object of taking part in his son's fight as the Tory candidate for member of Parliament from Plymouth in the coming general election.

Many Vessels to Enter Canadian Coast Service

(Special to The Monitor.)

VANCOUVER, B. C.—This year will see busy times in the British Columbia coasting trade, which has increased enormously during the last few years. Six years ago but a few vessels sufficed to cope with this traffic, and it was considered quite an event when the Canadian Pacific railway, at that time, brought out from the Clyde the three-funnelled liner *Princess Victoria*, the fastest boat on the Pacific coast. Other vessels rapidly followed but have been unable to keep pace with the increase of traffic, and it is reported that from 16 to 20 vessels will enter the Canadian coast service during the coming season.

A number of these additions will be in connection with the establishment of competing lines of railway. The Grand Trunk Pacific railway are having two three-funnel liners built on the Clyde after the pattern of the *Princess Victoria*, and will be named the *Prince Rupert* and the *Prince George*, to be used for service between Prince Rupert and the coast cities. This line is also arranging for two other vessels of a different type for use in these waters. The *Princess* will be 319 feet long and have a guaranteed speed of 18 knots.

Captain Troup of the Canadian Pacific service is now in England to superintend the construction of two new *Princess* vessels, one for a night service between Victoria and Vancouver, and the other to run between Victoria, Nanaimo and Comox. The *Boscovitz* Company is building a new steamer on the Clyde for its northern run, the *MacKenzie* is bringing the steamer *Puri* from India to ply between Victoria, Vancouver and Seattle, and the Union Steamship Company is building a vessel in the Dublin yards, while the International Company is also arranging for a new steel steamer for the Victoria-Seattle service.

Among the smaller vessels are two steam whalers, one of which has been shipped in sections from Christians, Norway, and will be put together on its arrival. These will enter the service of the Pacific Whaling Company early in the spring. Two more whalers, it is said, will be built in Norway for the Queen Charlotte Whaling Company to be brought out next summer.

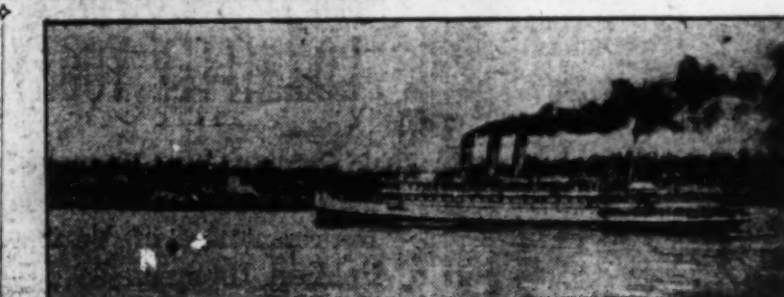
LONDON LETTER

(Special to The Monitor.)

LONDON.—A White Paper has recently been issued giving the numbers and nationalities of passengers to the United Kingdom from places outside of Europe and vice versa during November last, and during the past 11 months. During the month 11,481 British subjects and 2488 foreigners left the United Kingdom for various portions of the empire (the majority going to Australia and New Zealand), as compared with 9809 and 978 respectively in 1908. There were 19,070 passengers to foreign countries, of whom 7659 were British subjects and 12,311 aliens, as against 6254 and 6391 respectively in November last year. The grand total of the outward movement was 33,939, or 10,507 more than in November, 1908. During the 11 months ended November 30, 1909, 307,307 persons left the United Kingdom for places outside Europe (as compared with 307,828 between January and November, 1908), and of these 186,148 went to portions of the British empire. The total number of passengers who arrived in the United Kingdom from places outside Europe last month was 18,147, as compared with 20,407 in November, 1908. Of these arrivals 10,303 were British subjects and 7844 foreigners. During the past 11 months the total number of arrivals was 236,084, as compared with 318,134 during the corresponding period of last year.

CABDRIVER WILL RECEIVE ANNUITY FROM KING

Having been crowned at Scene on Jan. 1, 1651, King Charles I marched in the



THE PRINCESS VICTORIA. Canadian Pacific railroad flyer on Vancouver-Victoria-Seattle route.

following August with 10,000 men southward into England. His advance was, however, cut short at Worcester, where Cromwell caught up and utterly routed his army on Sept. 3. It was after this defeat that the King wandered through the country, a fugitive for six weeks, a price of £1000 being set upon his head. He rode at one time disguised as a serving-man, for a period he was in hiding at Stonehenge, while at another time he was in company with Major Careless, concealed for two days in an oak tree on the property of a farmer by name Richard Pendrell. This tree, afterwards known as the "Royal Oak," is represented today by an oak which has grown from one of its acorns, but Boscobel House still stands a half-timbered dwelling, the house occupied by the Pendrell family at the time when King Charles sought refuge there. As a token of gratitude for the liberal protection afforded to him in his hour of need, the King granted a perpetual annuity to "honest Richard Pendrell" and his descendants.

The annuity is in the shape of a sum of £250 a year granted in 1675, and application has just been made in the chancery division for the payment of this sum to Robert McLaren, a descendant of Richard Pendrell, and who has been entitled to it since 1886. McLaren was a cabdriver, and is at present in receipt of a pension of \$1.20 a week in addition to such money as his wife is able to earn. Satisfactory evidence has been produced to prove that McLaren is the rightful claimant to the annuity, and the sum due will be forthwith paid over to him.

PARIS.—The minister of public works has been urged to investigate the question of the official use of skis by postmen in mountainous districts. Carriers in such districts have many of them taken to the use of skis on their own initiative and with remarkable results, according to a letter which the president of the Touring Club recently received from the director of the postal service in the Ardeche region.

Last winter the Swiss postal department tried the experiment and with great success. Many trips across the mountains were made in far less time than formerly and when the condition of the snow did not permit the use of skis, the carriers donned snowshoes.

On the strength of an almost unanimous demand from the mountain carriers, the postal department agreed to pay a certain sum for skis and snowshoes after the men had proved their proficiency. Furthermore, each man had a right to \$2 a year for repairs. In order to prevent any abuses of this official liberality, the department stipulated that applications would only be considered from carriers whose routes were over 2500 feet above the sea-level.

LEGISLATURE HAS BEEN PROROGUED

Saskatchewan Body Adjourns After One of Least Important Sessions in History of Province.

(Special to The Monitor.)

REGINA, Saskatchewan.—The Saskatchewan Legislature has prorogued after one of the least important sessions in the history of the province, although considerable legislation of a more or less valuable nature was passed and assented to by the Lieutenant-Governor.

The most important measures of the session were the acts guaranteeing the securities of the Canadian Northern and Grand Trunk Pacific railways, the former to the extent of 475 miles and the latter of 575 miles, making a total of 1050 miles of new railway covered by the present legislation.

The opposition amendment that the government should take power to acquire all or any portion of subsidized railways, if found advisable in the interests of the public or of the government, and to retain control of rates and service, was defeated on the ground that these railways were being built under Dominion charters, and were subject to the control of the railway commission.

FARMERS ADOPT CONSTITUTION

(Special to The Monitor.)

PERTH, Western Australia.—At a large meeting held at Katanning the Farmers Political League of Western Australia adopted a new constitution. Some of the objects of the union are to secure representation in the commonwealth and state Parliaments; to promote national prosperity by cultivating a healthy sentiment based on mutual interests; to protect state rights and interests in accordance with the commonwealth constitution; to secure an equitable system of taxation; to secure a sound system of finance by making provision for the liquidation of the state debts, and to limit future borrowings except for the renewal of bonds to such works as would be reproductive and capable of producing a redemption fund.

ENGLISH WORKMEN TOLD HOW TO GAIN ALL WITH BALLOT

Novelist Hewlett Issues Long Manifesto Attacking the Peers and Protection and Upholding the Budget.

SCORES ARMAMENT

LONDON.—The election contest has been entered by Maurice Henry Hewlett, the novelist, who publishes a two-column manifesto addressed to "Workingmen of England," in which he reminds the worker that they form the overwhelming majority of the electorate and can gain everything they want by two strokes of the pencil in the polling booth.

Mr. Hewlett proceeds to declare that he belongs to no party, but intends to vote for a Liberal or a Laborite, because "First, the House of Lords is a preposterous assembly, which has become dangerous to the state and must be abolished in favor of an elective body; second, because tariff reform is the hopeless policy of reaction, whose advocacy by the Conservatives is due to wretched sentimentalism and vile self-interest in equal parts."

He denounces protectionism as the capitalists' policy because it makes the creation of rings, corners and trusts possible, "as," he adds, "they have them to their ruin in the United States."

The third and fourth reasons for his attitude are the "only the Liberals are serious about land reform," and "the budget was a step in the direction of taking the over-rich for their own benefit, and the benefit of the community."

Here Mr. Hewlett declares that the monstrous expenditure for armaments has been maintained solely in the interest of the wealthy classes, "but for whom," he added, "war would cease," and he strongly denounces the attempt to stir up strife with Germany.

In conclusion, in demanding the end of "the church monopoly of the schools," he says:

"I have spoken strongly, because I feel strongly. The thing is too serious for mince-meat remedies."

TURKEY PRESENTS SCHOOL WITH SITE

(Special to The Monitor.)

LONDON.—The fourth annual meeting of the English high school for boys in Constantinople was held recently, when satisfactory progress was reported, both as regards the number of pupils and the financial position of the school. Reference was also made to the grant of \$1500 which had been received from the British government. The Ottoman government has presented the school with an important building site, and the cost of the buildings which it is proposed to erect has been estimated at about \$10,000.

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If you send in the most acceptable photograph for the Boys' and Girls' Page of The Monitor among those received each week. This offer is to its young readers. For the second best photograph, 50 cents will be paid.

The Monitor Wants Pictures

of children at play, school scenes, historic places, picturesque views, quaint houses, city or country scenes, either characteristic or unusual. Blue prints are not available.

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Your Business

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REPUBLICAN STATE SENATORS TO MEET TO NAME OFFICERS

(Continued from Page One.)

could not give the position another year of his time, but the call for him to continue was so strong that after the canvass had been forgotten he finally consented to serve again. It was felt that to break in a new chairman would be a detriment to the campaign, and it was desired to retain Mr. Macleod because he had proved himself to be a most careful and successful campaigner.

The Republican state committee will meet for organization Thursday afternoon, and there will be some changes. Col. George H. Doty, who was chairman last year, is now serving as subcommittee of the United States in Boston, and it seems a foregone conclusion that he will be succeeded by Mayor Charles E. Hatfield of Newton, one of the best political managers in the Republican ranks, so many think.

Mr. Hatfield has had quite a large experience in managing political campaigns. He has been for many years chairman of the Republican city committee in Newton, and was the manager for Congressman John W. Weeks when the latter was one of the most interesting ever known in the district. He was also the man who managed the campaign of Louis A. Frothingham of Boston for the Lieutenant-Governor nomination two years ago, when it seemed a foregone conclusion that Speaker John N. Cole would be the nominee. Mr. Hatfield is a very pleasant gentleman and has a way of making friends which is irresistible.

Col. John J. Curtin of Brookline will be general secretary of the committee and Charles S. Groves of Hingham will be collected executive secretary. H. C. Gallagher of Milton is to be re-elected treasurer and Maj. Edward Glines of Somerville is slated for chairman of the finance committee. Two men are mentioned for assistant secretary, Representative-elect Wilton B. Fay of Medford and Walter Rapp of Brockton. Colonel Field of Northampton will probably be chairman of the executive committee.

The closeness of the last state election has given the Democrats a good deal of encouragement, and they propose to lose no time in getting to work on the task of thoroughly organizing the whole commonwealth. It is proposed for one thing to see that a hot fight is made in every congressional district in the state.

It is the intention of the leaders to see that a strong candidate is named for Congress in each district and that he gets the support of all the Democrats there. It is also planned to have nominees in every other election district, and to have men of standing and ability selected, too. By so doing the Democratic leaders believe they will be able to get out a very large vote for the state ticket, and at the same time increase the number of Democratic congressmen in the commonwealth, as well as the number of Democrats in the Massachusetts Senate and House.

Republicans have been taught by the last election that eternal vigilance is the price of holding the state. They evidently do not intend to be caught napping again. They feel that they have a good many elements favoring them as well as some which will lose them votes. One of the favorable elements is the congressional election.

There is a somewhat general opinion among business men that a Democratic Congress would not be conducive to business prosperity. There seems also to be a feeling that a Democratic Congress is a possibility unless public sentiment changes. This feeling is expected to bring out the full reserve Republican vote this fall, and of course this will be a big thing for the Republican state ticket, as well as for the Republican candidates for Congress. Another favorable condition is in knowing what the opposition ticket is likely to be and the sort of a campaign it will be necessary to make.

An unfavorable element is the upward trend of prices, and the general suspicion of the public that the party in power is responsible for everything that goes on, and must be held to account for high prices, and every other unfavorable thing which happens. While there is a non-partisan explanation of the high prices, given by statisticians and political economists, namely, the enormous increase in gold production, the claim of the Democrats that they are due to the tariff and the trusts appeals perhaps fully as much to those who do not stop to reason for themselves.

A campaign of education is felt to be the only thing which will show the people the truth about the tariff as well as prices, and the stumping next fall will probably see the tariff a paramount issue in Massachusetts.

MANY JERSEY CORPORATIONS.

TRENTON, N. J.—In the annual report of the secretary of state to the Governor he says of his division of corporations that for 1909 there was received \$187,717 fees for chartering corporations from 2118 companies, which was \$39,330 more than for the previous year. During 1908 corporations born in the state numbered 1649.

BANK LAWS TO BE DISCUSSED.

GUTHRIE, Ok.—A conference was held here between Governor Haskell and 30 members of the Oklahoma Association of State Bankers, relative to plans for amending the guaranty of deposits law to be incorporated, it is understood, in the Governor's message to a special session of the state Legislature, which will be called probably Jan. 18.

Order in Which the Names Of Candidates Will Appear Upon the Official Ballot

FOR MAYOR.

- 1—Nathaniel H. Taylor.
- 2—James J. Storrow, C. M. L. and G. G. A.
- 3—John F. Fitzgerald.
- 4—George A. Hibbard.

FOR THE SCHOOL BOARD.

- 1—David A. Ellis, P. S. A.
- 2—Julia E. Duff.

FOR THE CITY COUNCIL.

- 1—James M. Curley, Fitzgerald-Lomasney.
- 2—Thomas J. Giblin, Fitzgerald-Lomasney.
- 3—Walter L. Collins, C. M. L. and G. G. A.
- 4—Daniel J. McDonald, C. M. L.
- 5—A. S. Parker Weeks, Fitzgerald-Lomasney.
- 6—James J. Byrne, Fitzgerald-Lomasney.
- 7—Timothy J. Buckley, Fitzgerald-Lomasney.
- 8—Thomas J. Kenney, C. M. L. and G. G. A.
- 9—Mark Stone, C. M. L.
- 10—Frederick J. Brand, C. M. L.
- 11—James P. Timilty, Fitzgerald-Lomasney.
- 12—Walter J. Ballantyne, C. M. L. and G. G. A.
- 13—Thomas J. Collins, Fitzgerald-Lomasney.
- 14—Jeremiah C. Lane, C. M. L. and G. G. A.
- 15—Frank O'Hare.
- 16—Joseph J. Norton, Fitzgerald-Lomasney.
- 17—John J. Attridge, C. M. L. and G. G. A.
- 18—Matthew Hale, C. M. L. and G. G. A.

J. PIERPONT MORGAN ARRIVES IN BOSTON

(Continued from Page One.)

The eclipsing of Ryan has come fast on the revelations in connection with the manipulation of the Ryan companies of New York by Morgan and his associates, and Morgan has in nearly every instance taken over the Ryan shares. First to pass were the shares controlling the Equitable, which E. H. Harriman would have owned had he lived. Other securities passed and finally, by purchasing the Ryan shares in the Morton Trust Company, Morgan was able to manipulate the newly announced deal and today can, if he desires, wear the smile of the cat that swallowed the canary.

Morgan has time and again been referred to as the "money king of America," but he never more deserved the title than he does at the present moment. Here are the known concerns which he either owns outright or controls through influence:

Equitable Life	\$472,330,508
Equitable Trust Company	63,821,500
Mercantile Trust Company	68,744,700
Guaranty Trust Company	170,000,000
National Bank of Commerce	226,549,000
First National Bank	130,621,000
Chase National Bank	107,283,710
Mechanics National	51,364,308
National Copper Bank	40,307,764
Liberty National Bank	24,705,014
Bankers Trust Company	53,926,500
Astor Trust Company	12,250,000
New York Life	494,408,807
National City Bank (Standard Oil Control)	280,447,971
Standard Trust Company	60,145,300
Southern Railway	18,450,100
Am. Telephone & Tel. Co.	466,000,000
Cincinnati, Hamilton & Dayton	96,348,000
Chicago Great Western	82,369,000
International Harvester	120,000,000
International Merchant Marine	180,265,361
U. S. Steel Corporation	1,497,001,500
U. S. Railway	414,256,417
Pullman Company	100,000,000
General Electric	80,101,000
Am. Telephone and W. Union	515,073,200
United Dry Goods Company	20,000,000
Public Service Corporation	68,500,000
Interborough Rapid Transit	169,192,000
Hudson Manhattan Company	52,374,000
Brooklyn Rapid Transit	125,000,000
Group of railroads in which Morgan control is nominal but which are manipulated through his banking house.	3,350,104,636

With a total of more than \$10,000,000 in resources in the above companies, Morgan, it is contended in financial circles, can do about as he pleases with the finances of the country no matter what monetary legislation is enacted by Congress and there is a general feeling of wonderment in Wall street today as to where the financier is going to get off. It is known that his recent activity in assuming control of big banks, trust companies and insurance companies is all part of one general plan that was decided on by Morgan and his advisers following the panic of 1907.

Closer control of banks and stricter restrictions in connection with their management were the suggestions Morgan made when he was asked at that time what remedy there was for the panic and, judging from recent developments, he has set out to secure the closer control at any rate.

Suit in Telephone Stock Sale to Morgans Unlikely

COLUMBUS, O.—Unless additional evidence, not now in sight, is forthcoming it is unofficially announced that there will be no suit by Attorney-General Denman to dissolve the sale of stock of the independent telephone companies to J. P. Morgan & Co. on the theory that the American Telephone & Telegraph Company, with headquarters at Indianapolis, is the real purchaser of these properties.

The next move in the fight to prevent the Bell Telephone Company from absorbing the independent companies will be made at St. Louis. Attorney H. P. McGraw and his associates, who have been acting as counsel for the minority stockholders in the independent companies already sold, have been served with notice that depositions will be taken Thursday in St. Louis on behalf of the Bell interests.

Morgan & Co., President L. G. Richardson of the Central Union Telephone Company, with headquarters at Indianapolis, one of the Bell companies, and President Theodore N. Vail of the American Telephone & Telegraph Company all wrote to the attorney-general assuring him that the Bell interests have no connection with the deal by which these properties were transferred.

Assurance was also given that there is no agreement or understanding of any kind by which the Bell interests will ultimately procure control of the independent companies.

LEAGUE CANDIDATE NAMES EXECUTIVE COMMITTEE TODAY

(Continued from Page One.)

about 200 employees. Mr. Storrow said: "We must cultivate high-class industries because owing to our distance from raw materials they are the only kind of manufactures economically possible in Boston. At least, on a large scale, and because they are the industries which pay the higher scale of wages, and are therefore the best for our people. They mean keeping the children longer in school, they mean that the mothers can stay at home and look after their children, they mean better homes, more pleasures and less drudgery."

"Now, if I am elected mayor I can not guarantee to bring this or that factory to Boston, nor is it the business of the mayor to himself establish or conduct this factory or that plant."

"I do pledge myself to render the conditions here in Boston as favorable as possible to the establishment here of industries of the higher class."

"I pledge myself to supply at city hall the common honesty, industry and loyalty to the city which will tend to make Boston attractive to capital."

"I also pledge myself to take an active part in urging our railroad companies to supply us with the facilities which Boston does not possess today, but which are essential if our industries are to grow and prosper."

John F. Fitzgerald addressed a gathering of about 300 men of the Charlestown water front at noon today. From the time he arrived until he disappeared from the sight of the big crowd Fitzgerald enthusiasm was shown in abundance. The rally was held at the corner of Joiner and Water streets. Besides Mr. Fitzgerald, William F. Murray of the Governor's council spoke, as did also Charles S. Sullivan and Martin Higgins.

Mr. Fitzgerald was mainly on the defensive, but made the statement that if elected mayor he would attempt to educate the citizens of Boston in municipal government by touring the city regularly and holding public meetings at stated intervals, at which topics pertaining to the government of Boston could be discussed.

This policy he announced after a long defense of the coal incident, which has been the subject of criticism by Candidate Storrow.

The charges considered by the election commissioners today are preferred by representatives of the Good Government Association and are against many of the same persons who were given a hearing on similar charges two years ago.

The board will hear several other similar cases the latter part of this week, one of these being that against Edward F. McSweeney, registered from the Bellevue hotel, while it is claimed that he resides in Framingham.

This week sees two very important politicians entering the campaign. Their advent indicates the intense interest which is being shown, and the supporters of both the leading candidates feel that the appearance of these two gentlemen will mean much toward settling the fight. They are ex-Gov. John L. Bates, who will appear at the Tremont Temple rally for James J. Storrow and preside, and ex-Congressman Joseph H. O'Neill, who will preside at the Fitzgerald-Tremont Temple rally Saturday evening. It is reported that he will speak for Mr. Fitzgerald also at the Faneuil hall rally the last night of the campaign.

A complication is possible over the protest of Thomas F. Curley, who sought to secure an injunction to prevent the election commissioners from making the drawing of the places on the city council ballot. He protested the certification of his names, but his protest did not hold with the commissioners and he sought the injunction.

Judge Richardson heard the arguments in the superior court and in denying the petition said the election laws were complicated, intricate and inconsistent. He intimated that the ballot law commission had authority to pass upon the question whether signers were qualified to sign. At the same time he did not think it was right that Mr. Curley should be deprived of his nomination because some one had signed his name for more than nine candidates where the signer had signed his paper first.

Candidates Give Out Listed Rallies to Be Held Today

The rally schedules for today of the four candidates for mayor of Boston are as follows:

John F. Fitzgerald—Evening: Ward 20, wardroom, Meeting House Hill, and Hendries hall, Talbot avenue; ward 16, Democratic headquarters, 27½ Blue Hill avenue, and Polish hall, Andrew square; ward 15, court house, Dorchester street, South Boston.

James J. Storrow—Evening: Ward 10, Huntington Chambers; ward 25, Warren hall; ward 18, Kossuth hall; ward 12, Hotel Langham; ward 20, Norfolk hall.

George A. Hibbard—Evening: Washington and Odd Fellows halls, Dorchester.

Nathaniel H. Taylor—Evening: South Boston Citizens Association, St. Augustines hall.

THREE RELEASED FROM PRISON.

WASHINGTON—Having served the terms of sentence imposed upon them by the supreme court of the United States, Jeremiah Gibson, Henry Padgett and William Mayse of Chattanooga, Tenn., were released from the United States prison here early today. They were sentenced for contempt of court in failing to prevent a lynching at Chattanooga.

ELEVATED MERGER PETITION IMPORTANT TO SUBURBANITES

No bill among those in sight to be considered by the incoming Legislature is of greater interest to residents of several of the Boston suburbs than that seeking to allow the Boston Elevated to purchase and hold stock in connecting street railway corporations, the importance of which is to be far reaching.

For many years it has been the hope of residents living along connecting lines that the Boston & Northern, the Old Colony and other railroads would come to some satisfactory understanding regarding the operation of their cars over the lines of the Boston Elevated system and vice versa. The arrangement has never been made, although considerable hearings have been held before the railroad commissioners to effect this result.

Under the charter granted the Boston Elevated system, that company is not permitted to charge more than a five-cent fare from any part of its system to any other part of the company's lines and this clause in the charter has prevented the Elevated from absorbing connecting lines. While people in cities to the north and south of Boston have petitioned for the Elevated to take over certain lines, this clause in the charter has been the one strong objection against it on the part of the railroad.

As a result, in many cities and towns, notably Malden, Medford, Everett and Chelsea to the northward, Arlington and Waltham to the westward, and Milton, Newton, Needham, Dedham and Quincy to the southward, two fares are necessary to carry a passenger but a few blocks distant within the limits of these municipalities as transfers from one road to another are not granted. This is because two separate systems operate the cars over different stretches of track.

Many citizens expect a reduction in fares if the bill passes, but the railway officials are not able to say so at present. The former way, however, that the bill will result in far better service to all parts of the system and connecting lines than is possible under the present charters and laws governing the roads.

CITIES OF GREATER BOSTON ZONE SEAT INCOMING OFFICERS

Four of the cities within the zone of Greater Boston held the inauguration of their new civic administrations Monday evening.

New city officers were inducted into office at Melrose in the city hall, Mayor-elect Moore being introduced by President Charles E. French of the new board of aldermen. Mayor Moore said that it would be his chief aim and purpose to conduct the business of the city on business lines, to which end he asked the aid and cooperation of the aldermen.

In regard to improvements, he declared that if the city had abundant revenues he would recommend many, but added that the city income barely sufficed to meet ordinary running expenses. He advocated an increased appropriation for street improvements. Placing the water service of the city on a meter basis he said had shown a saving of about \$4000 during the last year, while the quantity of water used was reduced from 15,804,000 gallons to 10,506,300.

In Malden the inauguration exercises were held in the hall of the high school building. The aldermen effected their organization by electing Charles M. Blodgett chairman and the council chose William H. Hastings president and George A. Gardner clerk. In joint committee George E. Hitchcock was elected city treasurer and collector. Mayor Fall, in his inaugural address, recommended an amendment to the city charter which would provide for the appointment of a single-handed police commission to serve without salary. More attention, he said, ought to be given to the grammar schools. Mayor Fall expressed belief that Malden is destined to shape itself in the future more along industrial lines.

Mayor Charles Bruce, in Everett, was sworn into office Monday evening for his fifth term. In his inaugural address he pointed out that while the financial condition of the city is better than at this time last year, "the utmost caution and the most discriminating judgment in the consideration of appropriations must be exercised."

He recommended an increase in the appropriation for street maintenance, and approved the recommendation recently made by a commission that a 24-room school building be erected near the center of the city.

Thomas J. Huey was elected president of the aldermen unanimously, and Charles F. Cook was elected president of the council. Both branches reelected Frank M. Pettigill city messenger and Frank M. Carpenter clerk of committee. The aldermen elected Joseph H. Cannell city clerk for a fourth year as the recording official of Everett. Mayor Bruce appointed Charles B. Goudey his clerk. William E. Emerton was chosen clerk of the council.

At Medford Mayor Clifford M. Brewer has another year to serve. The city government was inaugurated for the ensuing year, the exercises being held at 8 o'clock in the evening, in the high school building.

The aldermen organized with the unanimous election of Herbert F. Staples as president. City Clerk Joyce was unanimously reelected for a three-year term, this being his seventeenth consecutive year in office. Clerk of Committee Edward W. Mitchell and City Messenger Michael A. Hernan were also reelected following the reading of the inaugural address by Mayor Brewer.

Attacks White House Alleged Extravagance

WASHINGTON—An attack was made on President Taft's larger and autographe in the House today by Representative Adair (Dem., Ind.), who denounced alleged extravagance at the White House.

"A man at \$1.50 a day could work 25 years," he declared, "and not make enough money to keep President Taft in automobiles for one year. We spend more money on our executive department than any other government in the world. It was a mistake to increase the President's salary to \$75,000 a year. Any man who cannot live on \$50,000 a year and save enough to live on the rest of his life, does not possess enough business ability to be the head of a great nation."

RAILROAD HANDS ASK HIGHER WAGE

The conductors and trainmen of the Boston & Maine and Boston & Albany roads presented to their respective managements at Boston, and the New York, New Haven & Hartford employees to their management at New Haven, detailed requests for a general wage increase and readjustments of hours Monday.

The demands are along the lines of the "Chicago standard rules," which were approved by the different railroad organizations in this city last October and are the result of the desire of the men to be on equal terms with the roads of the West, which have higher wages, shorter hours and less arduous work. An answer is requested by Jan. 20.

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HOUSE PLANS PROBE INTO THE INCREASED COST OF FOODSTUFF

WASHINGTON—A congressional inquiry into the high price of living is provided for in a resolution introduced in the House today by Representative Hull (Dem., Tenn.). Representative Hull would have a committee composed of seven members of the House and five of the Senate, make a full investigation of trusts, combinations, the increased volume of money and population and then legislation that will remedy the situation.

In the prologue of his resolution Representative Hull declares that it is commonly reported that the cost of living has risen from 11 to 20 per cent within the past few months and more than 50 per cent in the last 13 years, which is all out of proportion to the increase in wages in that time. Because of this, he says, it is difficult for millions to get proper food and clothing.

Mr. Hull declares that the recent tariff legislation has enabled the trusts to raise the prices of many articles which are shut out by competition. The sugar trust, he says, is selling sugar to the American people for two cents more a pound than it sells it abroad, and "the price of meat has been raised by the meat trust enough to enable Armour & Co. to make a net profit of more than 35 per cent on its capital stock in a year."

"Every householder and every man here knows that the prices of food have risen out of all proportion to increases in wages," declared Representative Douglas (Rep., O.), who obtained unanimous consent to address the House on this subject.

"Meat is now bringing a higher price on the hoof than any time before in the memory of the oldest man here," he said.

Mr. Douglas asserted that the population was increasing faster than the food supply. Germany produced twice as much wheat per acre and Belgium 2½ times as much as was produced in this country.

The speaker also pointed out that the present method of making appropriations is all wrong.

"No opportunity is given this House to apportion the money according to the needs of the country," he said. "No man would apportion his own income as we spend the income of the United States," he declared.

"We pass our big appropriation bills," said he, "and then when any man wants to obtain any appropriation he is met by the unanswerable argument that the estimated revenues are already provided for and we are facing a deficit."

"The other departments should give this year in this crisis to the department of agriculture. I hope the committee on agriculture will demand more money than ever before," he said.

WASHINGTON—An attack was made on President Taft's larger and autographe in the House today by Representative Adair (Dem., Ind.), who denounced alleged extravagance at the White House.

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AMBASSADOR REID SAILS SOON.

LONDON—Ambassador Whitelaw Reid is arranging to sail for the United States either on the steamer St. Louis tomorrow or on the Lusitania Saturday. The temporary absence from his post of Mr. Reid will detain Secretary of Embassy William Phillips here, and arrangements are being made to postpone his marriage to Miss Caroline A. Drayton of New York.

Low rate excursion tickets to principal points in Adirondacks, January 13 to 15, inclusive, via Boston & Albany R. R. Call at 228 Washington st., Boston.

News in Brief Gathered Today from Towns and Cities in Massachusetts

CHELSEA.

The committee in charge of the dedication exercises of the new Baptist church have sent out invitations for a recital on the new Moller organ, Jan. 5. The organist, J. Frank Donahoe, will be assisted by the Misses Lobdell.

The Winnisimmet Union of the First Congregational church has elected these officers: President, Mrs. Elmer E. Pitts; vice-presidents, Mrs. George C. Evans, Mrs. Wilson B. Varney; secretary, Miss Alice C. Keene; treasurer, Mrs. John Duncan.

The Rev. J. Axford Higgins, formerly pastor of the Central Congregational church of Chelsea, was installed pastor of the historical Ninth Presbyterian church of Philadelphia, Jan. 2.

READING.

A joint installation of the newly elected officers of Veteran post 194, G. A. R., and the Womans Relief Corps will take place this evening at the W. R. C. will serve the installation supper preceding the exercises.

Special conferences have been held with the insurance agencies by the treasurer and other town officials with a view to establishing an average rate of insurance on all town property.

The public gymnasium exhibition which was to have been given Wednesday evening by the Y. M. C. A. classes has been postponed for a week.

REVERE.

The Revere Good Government Association will give a clam chowder at the town hall, Saturday evening, Jan. 8. Mayor-elect Howard of Salem will be the guest of honor. To become a member of this organization requires neither admission fees nor dues, but to find assistance, either moral or otherwise, to the betterment of conditions in the town.

Beginning Jan. 9 and continuing for two weeks, special services will be held in the First Baptist church conducted by Evangelist John W. Hatch.

CAMBRIDGE.

At the next meeting of the Cantabrigia Club Mr. Kierman will give a dramatic recital from "The Rivals."

A communication was received at the mayor's office today from the Mead, Monson Manufacturing Company, stating that if the city did not decide to sell them the lot of land at the corner of First and Main street, they would move to Gary, Ind. The matter will be taken up at the meeting of the city council this evening.

WINTHROP.

The members of the Ladies Unity Club are holding their annual meeting and will elect new officers this afternoon.

A whist party, the proceeds to be devoted to philanthropic purposes, will be held at the New Winthrop hotel, Jan. 5.

PROTEST CHANGE OF CAR SCHEDULE

Newton Center patrons of the Middlesex & Boston railway have filed with the railroad commission a protest against the cutting down of the schedule of cars of that line connecting with Park street from a quarter-hourly to a half-hourly one, after 7:30 p. m., after Jan. 3.

The petitioners admit that the service at that time of day may not be very well paying, but they contend that the summer service is very large, so that a yearly balance should be taken.

Residents of Salem on Essex street, between North and Boston streets, have asked the railroad commission to recommend to the Boston & Northern Street Railway Company that it use more up-to-date facilities. In a petition it is stated that with the use of inadequate rails, with improper construction and a large amount of traffic there has resulted what might be termed a nuisance. The commissioners are asked to do something to remedy this condition.

MAYFLOWER AT SAN DOMINGO.

SAN DOMINGO, San Dom.—The United States despatch boat Mayflower, having on board Secretary of War Jacob M. Dickinson, Brig.-Gen. Clarence R. Edwards and party, who have been visiting Porto Rico, arrived here today.

AMERICAN TOUR FOR EX-PREMIER.

PARIS—Ex-Premier Clemenceau in the coming spring will make a tour of South America and deliver lectures on socialism at Buenos Aires and Montevideo. He may also visit the United States.

MEDFORD.

At the first meeting of the United Mens Clubs of the Congregational, Unitarian, Universalist and Episcopal churches, Frederick W. Hamilton spoke on "What Is a Patriot?" The meetings will be held monthly and will be for the civic betterment of Medford.

The annual meeting of the Ladies Auxiliary of the First Universalist church will be held tomorrow afternoon.

The school committee, through a transfer in accounts, has received \$2500 for the purchase of new text-books for

Happenings Around and About New York

LONG ISLAND TUNNEL SERVICE IS TO BEGIN EARLY IN FEBRUARY

Trains Between Manhattan and Jamaica, Full Schedule, However, Not Being in Effect Until June.

NEW YORK—In a summary of the Long Island Railroad's accomplishments in developing its equipment, President Ralph Peters has issued a statement in which he says that it is planned to begin the electric service through the Long Island tubes from Manhattan to Jamaica on Feb. 1. Only a few trains will be operated, however. These will be gradually added to until a full service is established in June. Mr. Peters also says:

"Contracts have been placed for 130 new steel passenger cars, with electric motors, for delivery between Jan. 1 and May 1, 1910. When these cars are received the company will have in service about 400 steel passenger cars with which to handle its business between New York and Brooklyn, and the various points where the third rail electric service has been installed.

"The Bay Ridge improvement work has progressed satisfactorily, and a number of grade crossings eliminated in Brooklyn borough. This work will not be finished for two years.

"New and handsome stations have been completed, or are under way, at Huntington, Hicksville, Sag Harbor, Riverhead, Bellerose, Floral Park, Long Beach, Manhattan Beach and Vanderweaver Park.

Within the past five years, it is stated by a reliable authority, the Long Island Railroad has accomplished work which has resulted in millions of dollars physical improvements and extensions to the main system, which have brought up to modern requirements thousands of acres of farm land much of which is now dotted by substantial farms.

PLAN THREE-CENT FARE FOR BRIDGE

NEW YORK—The subject of a Manhattan bridge 3-cent traction line will be brought up today at a regular meeting of the public service commission. A date will be then set for a public hearing on the question. In the meanwhile the new surface road will be at liberty to apply to the board of estimate for a franchise.

It is said in trustworthy quarters that both the public service commission and the board of estimate are inclined to regard the proposed line with favor. The line as projected will not terminate at the Manhattan terminus of the bridge, but will carry passengers through the heart of downtown Manhattan as well as through Brooklyn. No other bridge line does this, and all charge 5-cent fares.

BIG SCHOOL YEAR IN NEW YORK CITY

NEW YORK—This promises to be an important year for the schools of New York city. There are to be many changes in the board of education. Superintendent Maxwell and several of his assistants will retire upon the expiration of their terms.

January will see several more elementary schools opened in Queens and the Bronx, and high schools in Staten Island and the Bronxville district, thanks to an additional appropriation of \$50,000 made by the last administration before leaving office.

Eight new evening elementary schools were opened Monday. In Manhattan another industrial school for colored people is shortly to open its doors.

NEW YORK'S ZOO BUILDING IS DONE

NEW YORK—The new \$65,000 administration building of the New York Zoological Society has been completed and will be occupied this week. It is on a hill in Bronx park overlooking what is known as the grand circle. The structure is two stories high and of brick and Indiana limestone. It contains reception rooms, libraries, executive offices and exhibition rooms.

The building was presented to the society by the city as a sort of return compliment for the buildings including the notable aquarium at Battery park, which the society presented to the city.

RAILROAD CHIEF LAUDS NEW BILL

NEW YORK—President W. C. Brown of the New York Central Railroad Company returned to his office this morning after the conference of railroad presidents at Washington with President Taft. He stated that he did not regard the bill as one that need cause any apprehension on the part of the investing public or the railroads, and that it will not work any injury to the railroads of the country.

GREENWICH CLUB BURNS
GREENWICH, Conn.—The clubhouse of the Greenwich Country Club was totally destroyed Monday together with most of the furnishings. The loss is about \$40,000.

NEW YORK ART LETTER

NEW YORK—An interesting statement has been made by a well-known English art connoisseur, the Marquis of Clanricarde, in regard to the number of bogus paintings which have been inflicted upon this country of recent years through certain American millionaire collectors. Speaking of J. P. Morgan, the most generous patron of American art, the marquis is quoted as saying: "He has now a number of good things, but a great many also which are very bad."

He goes on:

"Mr. Morgan, like other collectors, often pays more than he needs to. He bought, for instance, a set of three pieces of Sevres painted by Dodin, known as 'the Coventry set.' They were sold at a good sale at Christie's for £14,000. Mr. Morgan bought them for £11,500. Then again he bought the Colonna Raphael. That picture was entirely repainted by Martin Colnaghi—it is actually said he did it himself. Today it is really not a Raphael but a Colnaghi."

The Marquis of Clanricarde says there are very few English art collectors left at the present time, and that is why no effect is felt of these transactions. He declares that Sir Julius Wernher is the only contemporary English collector. He does not say that America is the only country where high prices are paid for art works; they are paid in Europe too. The principal effect of the inflation of prices, according to him, has been to make the dealers buy whole collections so that they may make a profit of 300 per cent on each individual piece.

Some oil studies by Ernest P. O'Sullivan are now to be seen at the Haas gallery. There is a rugged simplicity about this artist's work that is very appealing, although he has many technical points yet to solve. His work has a strong note of personality about it that cannot be too highly valued. The landscapes are more beautiful than the figure compositions, but all of Mr. O'Sullivan's work shows sincerity.

Among the artists represented are Jules Breton, Treyon, Dupre, Rousseau, Corot and Bouguereau, Bonheur and Knaus.

An English art dealer, Gorer of London, has opened an exhibition of rare Chinese porcelains and carvings at temporary quarters in the Plaza hotel. The collection is one of the finest of its kind that has ever been shown in this country, the Bishop collection in the Metropolitan Museum being the only near approach to it, and Mr. Bishop was at one time a patron of Mr. Gorer.

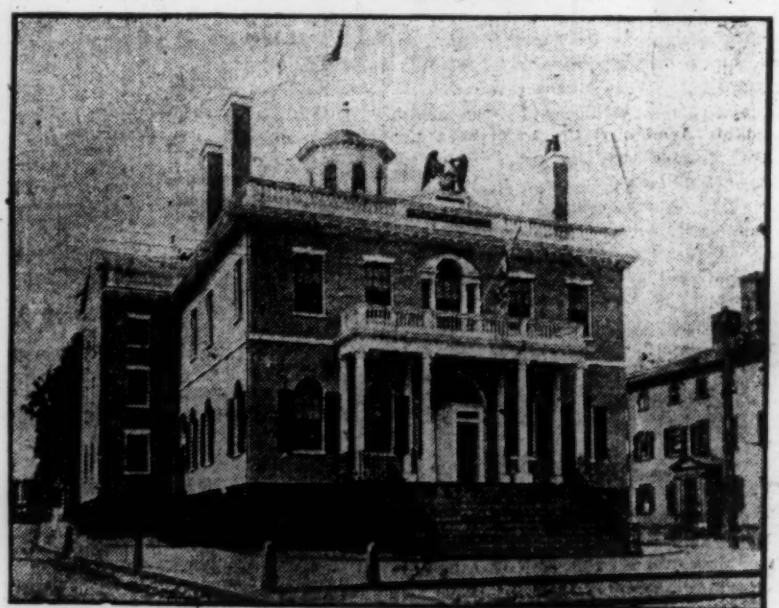
Several of the pieces are from the collection of the late Richard Salting and other celebrated English collections are represented. Some fine examples of the Kang-Ho period, of rare texture and great beauty, are shown. A very complete "Mille-fleurs" collection, which consists of five altar pieces, is very unique and interesting on account of the fine quality of its enamel and its lovely coloring.

Many of the vases are of beautiful proportion and exquisite to look upon. A very large fish bowl, the interior of which is decorated with fishes and aquatic plants, is splendid in its design and a very unique piece of china. There are nearly 200 pieces in the collection, each of which tempts a long description. The jade carving is very fine, one piece representing the figure of a crouching unicorn, being specially important. These pieces will remain on view for nearly three weeks.

The most important sale of the new year will be that of the collection of paintings of the late T. R. Butler of this city, which is on public exhibition at the American Art galleries for this week only.

A majority of the paintings are figure compositions. The works of seven of the Barbizon painters are shown, there being 13 examples. Some of Shreyer's horses are also shown and a fine Venetian scene by Zion.

SALEM IS DIVIDED OVER NEW POST-OFFICE BUILDING PLAN



OLD CUSTOM HOUSE, SALEM, MASS.

Part of citizens want landmark retained while others are willing to sacrifice structure to get improved federal quarters.

SALEM, Mass.—There is promise of a controversy over the old United States custom house building in this city. A desire has been expressed for a new post-office building in Salem. Congressman Augustus P. Gardner informs the people that the government would probably be willing to build a combined postoffice and custom house, but would not build a postoffice so long as it has a custom house.

The present custom house is on Derby street, at the head of Derby wharf, where it was located in the days of Salem's commercial glory and where it was when Nathaniel Hawthorne was surveyor of the port.

The building itself is a good one,

plenty large enough for all customs business, but its location far from the center of the city makes it inconvenient for postoffice purposes, so quarters have always been hired uptown. Now, Salem wants a postoffice building, and some of its citizens are ready to see the old custom house razed or sold if they can get a new government building.

Others are opposed to such a movement, and believe that the historic associations of the old building are as good an asset for Salem as would be a new government building.

Congressman Gardner says that he will ask for the appropriation if the citizens are generally agreed upon having the old building abandoned, but not otherwise.

MR. TAFT ANNOUNCES FURTHER DELAY ON COMING MESSAGE ON INTERSTATE COMMERCE LAWS

WASHINGTON—Congress will not receive President Taft's message on the interstate commerce law amendment, which was discussed by representatives of the transportation interests Monday, until some day next week, probably Monday or Tuesday.

This announcement was made at the White House today, when the tentative scheme of the presidential recommendations, which Congress has been expecting since the beginning of the session, was outlined. There are four messages to go to Congress within the next 10 days.

On Thursday the President will submit his message recommending amendments to the Sherman anti-trust law. This will be a brief document, probably not more than 5000 words, and will deal solely with the Sherman law. Early this week it was announced that the interstate commerce law message would go to Congress on Wednesday. After Monday's conference with the railroad presidents it was determined to hold it until Friday. Today it is announced that it will not be ready before next week.

On Friday the first administration move in the Ballinger congressional investigation will be made, when the President will submit to Congress a voluminous report by Attorney General Wickersham on the charges made against Secretary Ballinger by L. R. Glavis, former chief of the field division of the general land office. The President absolved Secretary Ballinger of these charges, and the Wickersham report will discuss the legal end of the matter.

Meantime the special conservation message upon which Mr. Ballinger, Attorney General Wickersham and Secretary Wilson have been working with sight of it. It was expected to go to Congress next Monday, but with the postponement of the interstate commerce law, the message will probably be delayed until later in the week.

WOMENS CLUB TALKS POLITICS.
Politics occupied the attention of the members of the New England Women's Club at its meeting held last Monday in Chauncey hall building. Mrs. Julia Ward Howe, the president of the club, spoke briefly on the city's mayoralty contest.

BROOKLYN YARD WILL LAUNCH BATTLESHIP FLORIDA IN MAY

NEW YORK—It is announced that the battleship Florida, now under construction at the Brooklyn navy yard, will be launched about May 14. For months past nearly 1000 men have been laboring daily on the big new vessel of the dreadnought class. The work is progressing rapidly and if the material is received in time the naval officials here expect that the launching will not be delayed.

The Florida was begun at the same time as the Utah and high hopes were entertained that the navy yard-built vessel would be finished before that under construction by a private firm. As usual in such cases, however, the concern building the Utah was able to rush the work

by day and night labor, while the eight-hour limit was enforced at the government yard.

It is claimed by navy yard men that the Utah, when she was launched into the Delaware, was not as completely finished as the Florida will be when she leaves the ways in the spring. The keel of the Florida was laid March 9.

The last vessel of importance to be launched at the Brooklyn yard was the collier Vestal, in March, 1908. The last battleship to be built here was the Connecticut, launched in September, 1907. During the past 20 years several other war vessels have been built in Brooklyn. These include the Cincinnati and the old Maine.

NEW YORK NOMINATION PLANS DEPEND ON SUCCESS OF BILL

NEW YORK—Should the Hinnan-Green primary bill fail of acceptance at the coming session of the state Legislature starting tomorrow, and Governor Hughes' proposal for direct nominations which should be enacted into law, there is a possibility that no official state convention will be held next September for the nomination of Governor and minor officials. It is more likely, however, that the direct nomination issue will be the chief contested question at this session and that the Governor in his renewal of his former call for reform will demand only this less radical proposition.

A good deal depends upon the result of the Senate leadership fight, which will be settled this evening at a party caucus. Jonathan P. Aldis is an old regime man and likely to oppose the Governor in all his progressive policies if selected. Harvey D. Hinnan, the other candidate, is understood to be friendly disposed toward the Governor's cause.

There are other issues of importance

to be considered at the coming session. Governor Hughes' fourth annual message today will be in the printer's hands, and it will renew many of his former recommendations, calling for New York city charter changes, and extension of the public service commission's power to include telegraph and telephone companies, employers' liability law amendments, automobile legislation and concentration of responsibility so as to increase the appointive power of the executive.

The appropriation bill will probably be introduced Wednesday. It carried fixed annual appropriation to run the state government aggregating about \$18,000,000. The indications are that the federal administration's income tax proposition will meet with decided opposition in the State Legislature. Few of the members have given the question any thought, and it undoubtedly will be made a party question by caucus action when it comes squarely in the Legislature.

NEW YORK SUBWAY BANK IS THE ONLY ONE UNDERGROUND

NEW YORK—Subway stores and art galleries have long since ceased to be novelties to New Yorkers and Brooklynites, but a subway bank, the latest innovation, bids fair to create something approaching a stir.

Subway stores and art galleries have long since ceased to be novelties to New Yorkers and Brooklynites, but a subway bank, the latest innovation, bids fair to create something approaching a stir. The bank in question is the Maiden Lane Savings Bank, which occupies the basement room in a tall building at the corner of Maiden lane and Broadway. It is the only underground bank in existence, so far as is known. It is also notable as the only bank employing women as tellers.

The institution was organized in 1902 for the special purpose of accommodating the thousands of clerks who are employed in the financial district. It is presently a clerk's bank and its \$635,000 in deposits are mostly divided into small deposits representing the accumulated wealth of thousands of wage-earners.

Shortly after its organization the bank moved to its present location and initiated the practice of employing women tellers. It was part of a scheme of economy, made necessary by the great value of property in this locality of "high finance." The policy has been successful as it has been found that more efficient help can be obtained from women than from men for a given salary.

An estimate of Dutch investment in America places it at \$500,000,000. This is an average of about \$100, for every man, woman and child in Holland. Within the past 10 years such investments have been increased by \$100,000,000. The Hollanders, it is said, are quick to see a bargain, as evidenced by the purchase of certain profitable stocks when they were much depreciated in value.

SEEK DEEPER BAY FOR LONG ISLAND

NEW YORK—Members of Congress from Long Island are working for an appropriation which will make possible the commencement of the work of improving Jamaica bay as a navigable harbor along the lines agreed upon by the federal and local authorities.

The recent report of the Jamaica Bay Improvement Association to the board of estimate and apportionment is regarded as highly satisfactory to those backing the improvement project. Prompt and favorable action by the board, it is said in Washington advices, will result in recommendation to Congress by Secretary Dickinson that the money necessary be made at once available for the improvement of this waterway.

SOCIETY TO HEAR HISTORIAN.
DEDHAM, Mass.—The regular meeting of the Dedham Historical Society will be held in the rooms of the association Wednesday evening at 8 o'clock. Worthington C. Ford, the historian, will address the members on "Massachusetts Bay and Its Foreign Relations from 1630 to 1650."

Adventures on North Pole Trip Told to Bostonians by Commander Peary's Skipper



ROBERT BARTLETT.

CAPT. ROBERT BARTLETT, skipper of the Roosevelt, who accompanied Commander Robert E. Peary most of the way on his dash to the north pole, described his experiences to an interested audience in Steinert hall Monday evening.

Pictures were shown of the ship Roosevelt just before the expedition started, on July 6, 1908, and at various places along the way. One picture showed ex-President Roosevelt on a visit to the ship in Oyster bay.

The final picture showed the American flag floating from the north pole.

AMERICANS ON MOVE IN AFRICA.
HOIMI, Uganda Protectorate.—The Roosevelt hunting expedition left today for Butiala, which it is expected will be reached tomorrow.

By LEONARD & CO., Boston BROMFIELD ART GALLERIES 16-18 Bromfield Street

TOMORROW and Following Days at 3

Remarkable Special Auction Very important consignments, including Fine Furniture and Miscellaneous Objects

From Bay State Road, Beacon Street, Commonwealth Ave., Brookline and Newport Estates.

ANTIQUES: English, French, Italian, Dutch, American; REPRODUCTIONS: Adam, Chippendale, Hepplewhite, Sheraton and American; MODERN CABINET and UPHOLSTERED FURNITURE by A. N. Havensport & Co., and other makers; CARPETS: Persian, Turkish, Indian; CLOTHING: HATS and other Bronzes, Porcelains and Glass; Mirrors, French Clocks, Andirons, Fenders, Sheffield Plate; ELLIOTT (of London) TUBULAR 3 CHINESE TALL CLOCK in richly carved Queen Anne Renaissance Mahogany case, cost \$1500; ORIENTAL CARPETS and RUGS, including 10 large Bohemian, in Natural Colors; also other objects of interest and importance.

OLD AND MODERN PAINTINGS All from PRIVATE COLLECTIONS. Continuous Exhibition with Catalogue.

RHODE ISLAND TODAY INDUCTS NEW FORCE OF STATE OFFICIALS

PROVIDENCE, R. I.—Artem J. Pothier began his second term as Governor of Rhode Island today and for the first time is in possession of the veto power as delegated by popular vote last fall. With the customary ceremonies, the governor and other state officers, practically all of whom have already occupied their positions for a year, took oath to fulfill their duties faithfully for another year.

The Governor's associates are Lieut.-Gov. Zenas W. Bliss, Secretary of State J. Fred Parker, Atty.-Gen. William B. Greenough and General Treasurer Walter A. Read. The marble capital was elaborately decorated with flowers.

The Lieutenant-Governor today presided over the Senate, the first time since 1875 and without a name, he named the Robert Swan school in honor of the famous master of the Wintthrop school.

The civil service commission was asked to recommend other candidates for the position of transient officer, ones who can speak the various Italian dialects in the city. The ones previously given have failed to qualify.

The sum of \$56,968.07, which was an unexpended balance of the pension appropriation, was added to the permanent pension fund, which now amounts to \$105,000.

Moorfield Storey and others protested against the taking of the property of Mrs. Caroline M. Roundy on Warrenton street as part of the site for the new high school of commerce without first giving a public hearing. A later hearing on the question will be given.

That the establishment of a municipal lighting plant in the city of Boston would result in a saving of \$13,000 a year in expenditures for school lighting was a statement made by Business Agent William T. Keough to the committee. Mr. Keough's estimate was based upon an investigation of more than 20 cities where there are municipal plants.

The passenger department of the Boston & Albany will by request have their western limiteds and New York express stop at Wellesley station for returning students.

The Pullman Company provided special equipment for the Raymond & Whitcomb California excursion via New York Central lines today.

The purpose of this dinner is to promote a clearer understanding of the relations between the public, the business interests and the railroads. The membership is composed of men directly interested in railroad business and others whose interests are allied.

NEW SCHOOL NAMES IN HONOR OF FAMOUS MEN ARE REPORTED

Dr. D. D. Scannell reported to the school committee at its meeting Monday evening five names for new school buildings as follows: For a new elementary school in the Adams district, the name of John Barry, in honor of Commodore John Barry, the revolutionary navy hero; for a lower elementary school in the Lewis district, the name of William Lloyd Garrison, in honor of the anti-slavery agitator; for a lower elementary school in the Sherwin Hyde district, the name of Lafayette, and for another in the same district the name of George T. Angell, in honor of the late Boston philanthropist and leader in the movement for humane treatment of animals.

Dr. Scannell also recommended that the Thetford street school building, built in 1875 and without a name, be named the Robert Swan school in honor of the famous master of the Wintthrop school.

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At the Railway Terminals

The Boston & Albany road will run a special train this afternoon at 2:40 o'clock from South station, consisting of five vestibules and one cafe car for the accommodation of Vassar students returning to Poughkeepsie, N. Y.

The Boston & Maine road have arranged for special cars to Manchester-by-the-sea, tomorrow noon, for the accommodation of theatrical people.

The passenger department of the Boston & Albany will by request have their western limiteds and New York express stop at Wellesley station for returning students.

The Pullman Company provided special equipment for the Raymond & Whitcomb California excursion via New York Central lines today.

ANNOUNCE DINNER OF RAILROAD CLUB

The New England Railroad Club is to give a dinner Jan. 12 at the Hotel Somerset, at 7 p. m., when Governor Draper, Pres. W. C. Brown of the New York Central lines and George A. Post, president of the Railway Business Association will make addresses.

The purpose of this dinner is to promote a clearer understanding of the relations between the public, the business interests and the railroads. The membership is composed of men directly interested in railroad business and others whose interests are allied.

Whom Will You Appoint as Executor?

The man with a small or moderate sized estate, often finds it impossible to choose an individual executor and trustee with experience and standing, and he is very apt to impose these difficult tasks on his widow, who is not fitted by experience or inclination for the work. To such men the Old Colony Trust Company particularly offers its services.

The reduced tax rate on trust estates held by trust companies makes possible a wide range of good investments of such funds which give a satisfactory income after paying taxes.

Our book on "Trust Estates" may be obtained at either office.

Old Colony Trust Company

TRUST DEPARTMENT

COURT STREET

TEMPLE PLACE

Theatrical Openings in Boston

PLAYHOUSE NEWS HERE AND ELSEWHERE

BOSTON THEATERS.

"The Man from Home."

William Hodge appeared at the Park Monday evening in the first Boston performance of "The Man from Home," a play in four acts by Booth Tarkington and Harry Leon Wilson. The cast:

Daniel Voorhes Pike.....William Hodge
The Grand Duke Vasil Vasilitch.....
Henry Jewett
The Earl of Hawcastle.....Herbert McKenzie
The Hon. Almerie St. Aubyn.....
Echlin P. Gayer
Ivanhoff.....Henry Harmon
Horace Granger Simpson.....George LeGuere
Ribiére.....George Rizard
Valet de Chambre.....C. L. Felter
Ethel Granger Simpson.....Madeleine Louis
Comtesse De Champigny.....Alice Johnson
Lady Creech.....Ida Vernon

Daniel Voorhes Pike, attorney at law at Kokomo, Ind., and member of the state legislature, is the legal guardian of Ethel Simpson, a young lady whom a half dozen years in Europe has so domesticized that she is ashamed of having been born in America. A marriage has been arranged for her by her chaperon, Lady Creech, and the Earl of Hawcastle, father of the prospective bridegroom. Pike finds the whole party at a hotel in Sorrento, Italy, and is disgusted to find that the future husband of Ethel is a silly fellow and that his father is simply after the girl's money. Ethel takes the whole thing most seriously, and talks pretty tall about the noble lineage of the St. Aubyns, and disdains the efforts of the honest Pike to open her eyes.

At this point word is passed about the soldiers are hunting a Russian political refugee, Ivanhoff, who comes to the hotel, is pitted by Pike and is secretly by him. Lady Creech sees the whole affair, and tells Lord Hawcastle. He uses the information to endeavor to force Pike to agree on the settlement of \$750,000 by Ethel on her husband. Pike manages to learn that the Comtesse de Champigny, who had fled from Russia and assisted in sending her husband to Siberia, is none other than the wife of Ivanhoff and that the Earl of Hawcastle is the man with whom she left Russia. This gives Pike the upper hand, and in the end the St. Aubyns are routed. Ethel learns of the complete eadishness of St. Aubyn and declares herself free. At the end the affection between Pike and Ethel reaches a point where it is evident that she will go back to Kokomo as Mrs. Pike.

The plot, it will be seen, is highly theatrical, but the audience thinks little of that in the constant enjoyment of Pike. Pike is a real American with the bark on. He is witty, he is gentle, he is common sense personified, and he is a fighter. Altogether a most striking stage character. He makes the play.

William Hodge comes to us freed at last from the low comedy roles in which he has appeared in recent years. He acts Pike without exaggeration, yet with such insistent humor that the audience is always in a broad smile whenever he is in sight, and often in a roar of laughter. To hear him reel off his quaint sayings in his tuneful twang is a rich treat. Some of his speeches could be annotated like the bar of a song. Mr. Hodge has splendid poise, and plays with repression all ways. Without eccentric makeup, he appears for once in his own proper person as a really handsome man. Through many performances he has mellowed the character, yet his fine artistic sense has kept him from overloading it with useless detail. Mr. Hodge's performance is altogether masterly.

Henry Jewett's impersonation of a Russian grand duke in disguise was also admirable. The dignity and poise of the character, together with the noble bearing of the man, were highly impressive. The amused affection that the nobleman has for Pike was delightfully shown and he was strong in the serious moments of the third act when the duke helps Pike out of his difficulty with the police. The other parts were adequately acted, the best work being done by Miss Vernon as Lady Creech and Miss Louis as Ethel.

Ethel is rather a difficult role, in that a girl that is essentially fine at heart has to be shown as snobbish through title worship. Miss Louis showed this snobbishness completely, not only in her politely rigid manner toward Pike, but in the inflections of conceit of youth with which she colored her voice. She melted toward Pike charmingly at the end.

The austere Lady Creech of Miss Vernon appeared flawless, and Miss Alice Johnson made an attractive Comtesse, showing fine command of facial expression and wonder of wonders, giving us a stage adventuress who wore a pink dress instead of a red one. Ivanhoff was strong without being melodramatic in the hands of Mr. Harmon. George LeGuere and Echlin P. Gayer were unusually good in conventional character parts. Herbert McKenzie is a good actor, but could be clearer in enunciation. Mr. Hodge, Miss Vernon and Mr. Jewett are models as clear speakers.

William Gillette once said: "A dramatist is not a student of the drama, he is a student of audiences." This is evidently the playwrighting creed of Messrs. Wilson and Tarkington. They know perfectly what an audience likes. That the play bears little relation to life and to real people, and that it is a mass of perfectly incredible coincidences, does not in the slightest affect its entertaining qualities. The only mistake they made was in placing the exposition in the mouths of several foreign characters. The audience has to make the double effort of getting hold of the plot through the dialect of an Italian and a

Russian. This is too much. The authors deserve the greatest praise for the abundant wit and humor with which they have filled their play. Some of it would bear quoting, but had best be left to the fuller enjoyment that comes with hearing it "in action."

The settings are all handsome, the view of the deep blue bay over the terrace of the hotel being especially lovely. There were many curtain calls in response to the delighted applause of the audience, and after the third act Mr. Hodge made a modest speech of thanks in which he paid a tribute to the memory of James A. Herne.

"The Man from Home" is certainly here for a run. It is easy to see why it has been such a great popular success in New York and Chicago. "It is one of those wholesome, humorous plays that all who see it gladly recommend to their friends."

John Drew in "Inconstant George."

John Drew appeared at the Hollis Monday evening in the first Boston performance of "Inconstant George," a comedy in three acts adapted from the French of Robert de Flers and Gaston Arman de Caillavet by Gladys Unger. The cast:

George Bullin.....John Drew
Lucien de Versannes.....Martine Sabine
Morand.....Frederick Tiden
Adolphus.....Rex MacDonald
Micheline.....Mary Boland
Olette de Versannes.....Adelaide Prince
Fanchon Chancel.....Jane Laurel
Vivette Lambert.....Desmond Kelley
Baroness Stecke.....Marie Berkeley
Madame de Lomond.....Carlotta Doty

The play is evidently designed to amuse and, thanks to the admirable efforts of Mr. Drew and those who support him, it succeeds. Taken from the French, the story deals with the decidedly questionable gallantries of a wealthy young bachelor who finds it hard to extricate himself from the situations following his attempts to carry on a number of flirtations simultaneously. These he pursues at times with a vigor that might be well devoted to a better cause.

Finally out of one of these entanglements he emerges with his heart set upon marrying Micheline, the ward of his tried and trusted friend de Versannes. The part of the ward is played by Miss Mary Boland with a degree of earnestness that makes her part contrast strongly with her frivolous surroundings. Although at times the dialogue is rather labored, the play abounds in witticisms and brilliant repartee.

The play was enthusiastically received, and the scene in which Mr. Drew in pajamas keeps jumping in and out of bed as the plot thickens and his troubles increase is most amusing and ludicrous. The parts were all well played and the splendid setting of each act does great credit to Mr. Frohman's management. Mr. Drew received his usual enthusiastic welcome, and each member of the company came in for his or her share of the applause at the end of each act. The play will continue at the Hollis for the next two weeks.

Denman Thompson at Keith's.

Denman Thompson of "Old Homestead" fame is the headliner at Keith's this week, and in the familiar character of Uncle Josh Whitcomb moves his audiences to smiles and tears with his familiar quaint, quiet humor and winning pathos.

Mr. Thompson's vehicle is his own original sketch, "Joshua Whitcomb," the short comedy in which he first attained fame and from which "The Old Homestead" originated. It tells the story of the kind-hearted old countryman who aids a little girl who is selling papers on the street. He protects her from the attack of her stepfather and follows the child to her wretched home at the top of a tall tenement. Here he meets her mother, who entrusts the little one to his care.

After Denman Thompson comes Trovato, whose mastery of the violin leaves nothing to be desired—he seems equally at home in the rendition of some classic selection or in playing a simple melody, rag-time, or good old Irish jig. Another good skit was a moving portrayal of the trials and tribulations entailed by camping out by Smith and Campbell.

One of the best things on the bill was a humorous sketch entitled "Holding Out," presented by Harry and Jessie Hayward. All those intending to embark on the troubled seas of very light housekeeping would do well to see this laughable and clever performance.

Other good things on this week's bill are Cowboy Williams in clever feats with guns, bayonets, wagon wheels and cannon balls; the great Lester in amusing feats of ventriloquism; the Clever Trio, who do some dancing that shows traces of originality and last, but not least, Robedillo, whose remarkable work on the slack wire won him enthusiastic applause.

Coming Attractions.

Burton Holmes will open his double course of illustrated travelogues next Friday evening and Saturday afternoon in Tremont Temple. "Ceylon" will begin the series.

Miss Adeline Genee, the incomparable dancer, comes to the Colonial next Monday evening, appearing in "The Silver Star," a musical comedy that permits the introduction of her four new dances.

Lew Dockstader and his minstrels come to the Globe next week.

Bernstein's notable play "Israel" comes to the Hollis Jan. 17.

"Rebecca of Sunnybrook Farm."

"Rebecca of Sunnybrook Farm" is a sunny, comforting play. It has rustic simplicity and poetic atmosphere. The lines are full of wit and the tenderness of some of them creeps into the heart. The characters are truly drawn and well played. The first Boston performance was at the Tremont on Monday evening.

There is little plot, just a series of incidents, carefully blending one into the other, yet it is coherent and purposeful. The human interest is the unfolding of Rebecca's complex nature and its effect for good on the hearts of her elders. So, if you like a tender tale of childhood, full of optimism, here it is. Such plays come seldom to our stage nowadays.

The first act pictures the exterior of the "Briar House" in July. A trellis of vines creep over the piazza. A rustic sentinel—an old pump—stands guard near. To the left a giant oak spreads its protecting branches over a weather-beaten shed, in the doorway of which stands an old spinning wheel. Beyond the road a narrow river winds its way through pastures green; while a pale blue hill towering in the background overshadows all.

It is here that Aunt Miranda sprinkles the clothes, gossips with Mrs. Perkins whose tripping tongue keeps pace with her nimble needle. Here Rebecca arrives in the old coach, with her pink parasol and faded bouquet, tells the children a fairy tale, romps with them, and when the pace is liveliest, Miranda appears and sends Rebecca to bed in disgrace. The child is so heart-broken at this chilly reception that she climbs out of the window, slides down the trellis, and runs away in a pouring thunder shower to the home of the kind Mr. Cobb. Rebecca begs to be taken home but Uncle Jeremiah is a thoughtful old man and he dries her tears, or as he puts it, clears up her thunder shower, and she returns to Aunt Miranda.

The second and third acts tell the story of Rebecca's desire to help the Simpsons, by selling soap to "Mr. Aladdin," to get them a banquet lamp, and of her childish ingenuity in securing a wedding ring for Mrs. Simpson, who has always been unhappy without one. In the last act we find Rebecca blossoming into sweet womanhood, looking with dreaming eyes into the future—that future being "Mr. Aladdin."

Miss Edith Taliaferro idealized and presented a living portrait of Rebecca. She has the black curls, the large expressive eyes and the wistful pale face of Mrs. Wiggins' little heroine. She entered into the spirit of the part with sympathy and imagination. She portrayed childish joy delightfully in her games with the village girls, and her childish grief was convincing in the scene in which Mr. Cobb explained to her her duty to Aunt Miranda. She revealed deep feeling for her severe old aunt in the last act. It is a complex role, and in the person of Miss Taliaferro it powerfully affects our sympathy.

Edith Storey, Violet Mersereau, Kathryn and Ella Bryan, made charming playmates for Rebecca. Ada Deaves did good character work as Mrs. Perkins, the village gossip. Maria L. Day as the stern aunt suggested with artistic skill the tender heart under the severe outward exterior, and Eliza Glassford, with her kindly ways, made the role of the tender aunt enjoyable.

Archie Boyd, as the kind-hearted old stage driver, was excellent. His scene with Rebecca, where he does his tactful service to Aunt Miranda, was the most human and effective incident in the play. Sam Coit was sufficiently emphatic as the shiftless Simpson, and Harry C. Browne made a manly and tender-hearted "Mr. Aladdin."

The play is well staged. The "Ladd cottage" in September was pictorially beautiful. There were curtain calls and much applause. At the end of the third act Mrs. Wiggins made a witty speech from one of the lower boxes, in which she thanked the audience on behalf of the players for its support of the play.

The cast:

Miranda Sawyer.....Marie L. Day
Sawyer.....Eliza Glassford
Mrs. Perkins.....Ada Deaves
Mrs. Simpson.....Violet Mersereau
Rebecca Rowena Randall.....Edith Taliaferro
Emma Jane Perkins.....Edith Storey
Clara Belle Simpson.....Violet Mersereau
Minnie Smellie.....Kathryn Bryan
Alice Robinson.....Ella Bryan
Jeremiah Cobb.....Archie Boyd
Aunt Simpson.....Sam Coit
Abijah Flagg.....Ernest Truax
Adam Ladd.....Harry C. Browne

American Music Hall.

Byron and Langdon have one of the funniest sketches of the season in their laughable skit, "The Dude Detective." The whole act is absurdly funny, and Mr. Byron proves himself an excellent comedian as well as a good singer. His tune-fun plot, "And I Lost Another Chance to Be a Hero," is a topical song with seemingly an inexhaustible supply of verses, and yet the audience demanded more.

Walter James, besides his good monologue act, presented his clever imitations of Harry Lauder, giving the noted Scot's most popular songs. The Fred Karno troupe of pantomimic acrobats gave one of their rough and tumble sketches to the evident enjoyment of the audience. Lester and Quinn showed agility as dancers, in many intricate steps.

The Georgia Campers, 10 lively colored men and women, do some very pleasing singing and dancing. Bertie Fowler has two monologues that show good character

work. Musical Lowe is a remarkable performer on the xylophone.

The Jackson family, a family of wonderful bicyclists, were one of the leading features on the bill. They perform all the regular feats in this line and many others as well. Leo Jackson circled the handlebars four times and landed in his seat again while the wheel was in motion.

New interesting pictures were shown.

Other Boston Attractions.

This week's production at the Grand Opera house, "Sal, the Circus Girl," by Owen Davis, is a comedy drama in four acts. Sal, a supposed orphan, joins a circus, and through the kindness of her many quickly made friends, she is carried safely through adventures and dangers, and in the end finds her family, and incidentally a fortune. The chief scene in the production is the escape of Sal from the prairie fire, which is accomplished by the timely arrival of a train through the district. Sal takes advantage of it by a long jump from the top of the circus wagon to the front of the locomotive. Miss Vivian Prescott made a lively Sal.

The first performance of "Dick Whittington," the Drury Lane spectacle at the Majestic, was postponed until this evening.

Miss Margaret Anglin has entered upon her last week at the Colonial in "The Awakening of Helena Richie," the fine emotional play that has been made from Mrs. Margaret Deland's book of the same name. The drama has qualities of great beauty, and the supporting cast is unusually good.

The John Craig players at the Castle Square are continuing on their merry way in "1915," the amusing extravaganza, the music and words of which were written by Theodore Friebus. The piece is an undoubted success.

"The Wolf," Eugene Walter's interesting melodrama of the Hudson bay country, is in its last week at the Globe. The company is excellent, and the general effect of the play, together with the fine scenery, gives a good idea of the great north woods.

"Bright Eyes" at the Boston shines on large audiences. The music is proving catchy and tuneful, some of the melodies being heard about the town. Cecil Lean and Miss Florence Holbrook head the lively company.

Miss Ruth St. Denis gives special matinees today, Thursday and Friday at the Colonial in her novel Hindoo dances.

AT NEW YORK THEATERS.

Otis Skinner in "Your Humble Servant."

Otis Skinner appeared at the Garrick Monday evening in the first New York performance of "Your Humble Servant," a comedy of stage life by Harry Leon Wilson and Booth Tarkington. Mr. Skinner appears as "Lafe Towers," a road actor who has played everything from Hamlet to Uncle Tom. The story is the not altogether unfamiliar one of the love of a man of middle age for his young ward and the difficulties which beset him when a younger rival appears.

The story begins in a little western village where a road company is going to smash. The leading woman is Margaret Druce, who is the ward of Towers, the head of the company. With the aggregation is a stage-struck youth, Dick Prentice, who has joined the show that he may be near Margaret.

The company becomes stranded. Towers and his ward manage to get back to New York and, not being able to get an engagement, land in a cheerless actors' boarding house. Dick's love for Margaret will stand almost anything but a West Side boarding house and he goes back to his father. Towers is too unselfish even then to declare his love for the girl, but his coaching finally helps her to a great metropolitan success. When he prepares then to go back on the road the girl declares her affection for him. Miss Letta Jewell makes a very pretty Margaret. Her good acting shows long and conscientious study and practice.

Yale Players in "London Assurance."

The annual appearance of the Yale University Dramatic Association in New York was made Monday night at the Waldorf, when the college boys presented Dion Boucicault's old comedy, "London Assurance." The entire profits of these performances and the preceding ones on the road will go to the fund to build a Yale theater at New Haven. The smooth performance was a credit to the coach, Frank Lea Short, who has for several years prepared the Yale players in their annual productions. Performances are also given this afternoon and evening.

The principal characters are distributed as follows: Sir Harcourt Courty, E. M. Woolley '11, Young Charles, William de F. Manie '11, Dazzle, H. T. Warren '10; Dolly Spanker, T. L. Riggs '10; Lady Gay Spanker, William C. Bullitt, Jr. '12; Grace Harkaway, A. M. Hartwell '11.

Laurence Irving and Miss Mabel Hackney appeared at the Comedy Monday evening in Brieux's "The Affinity," which they gave for two performances last season at the Hackett as "The Incubus."

Miss Grace Elliott has succeeded to the role of Paula Marsh in Charles Klein's "The Next of Kin," now playing at the Hudson. This part was originated by Miss Hedwig Reicher, who asked to be relieved of the role, as she felt that she was unsuited to it.

IN THE REALMS OF MUSIC

PARSIFAL.

"Parsifal," which the Metropolitan Opera Company will give in Boston Jan. 15, has been entirely restudied as to scenery and stage mechanism since its famous production at the Metropolitan opera house under Mr. Conried in 1903. Modern stage appliances make it possible to perform the work as Wagner intended to have it performed, make it possible, too, to have the scene-shifting go on simultaneously with the progress of the music. In the old days Mr. Hertz had to regulate the pace of the music to suit the convenience of the stage manager; it is one of the triumphs of the present Gatti-Casazza administration that stage and orchestra have been put in harmony with each other, and today Mr. Hertz can conduct his music at the proper pace without thought of what is going on behind the scenes.

MISS SEYDEL'S RECITAL.

Miss Irma Seydel, a young violinist taught by C. M. Loeffler, made her first public appearance in Chickering hall Monday afternoon with Carl Lamson, accompanying her at the piano. In Miss Seydel's audience were some members of the Boston Symphony Orchestra, in which her father is a double bass player, and it was not easy to tell whether they or the little musician's patronesses gave the keener attention to the concert. Miss Seydel played the following pieces: Sonata, "Le Trille du Diable," Tartini; Reverie, Vieuxtemps; Humoresque, Dvorak; Scherzo, Spohr; Concerto in G minor, Bruch; Spanish Dance No. 3, Sarasate; Romance in F, Beethoven; La Gitana, Alard; Mazurka, Wieniawski.

There is every reason why Miss Seydel should begin to play in public, for she has tone, execution and the ability to interest her listeners. She has, too, a clear idea of phrasing her melodies and of keeping her composer's thought connected. She has vigor, style and finish to bring to the performance of an allegro, she can in a child's way give a romantic melody its appeal, and she is beyond her years in appreciating violin expression on its humorous side. She was capable, even facile, in the execution of the Bruch concerto; when the music gave her a pause and the pianist played alone, she tested the pitch of her strings with the tip of her bow quite in the manner of Mr. Hess or of any other musician who is sure of his ear.

When playing the pieces in humorous vein, which were in the majority on her program, she had the liveliness of spirit and the reserve of manner of an Elman.

MISS FULLER AND HER MUSES.

Miss Loie Fuller repeated at the Boston Opera house Monday evening the performance of the "Ballet of Light" which she gave there recently at a special Thursday evening performance of the Boston opera company. This ballet is a set of chorus dances by Miss Fuller's muses accompanied by a curious, kaleidoscopic stage lighting that makes the dancers seem to be now deep under the sea, now frozen in ice and now surrounded by flames.

Besides the ballet there was solo dancing in the classic manner that Isadora Duncan has made familiar. Miss Fuller's solo artists were Miss Gertrude von Axen, Irene Sanden and Orchidee.

These artists have all the technical skill of Miss Duncan for going through the steps of the classic dance, though they scarcely have her imaginative gift for creating stage pictures.

The "Ballet of Light" will be repeated

PITTSBURG LAUDS BOSTON'S SINGERS

PITTSBURG, Pa.—The Boston Opera Company opened at the Nixon theater Monday night for seven performances.

Judging from the initial performance, the Boston company has outclassed the Hammerstein aggregation which appeared here two weeks ago, according to the local musical critics.

Celestina Boninsegna sang Aida, Maria Gay Anneris, George Baklanoff Amoroso and Jose Mardones Ramfis.

BROOKLYN PROJECT DROPPED.

NEW YORK—Oscar Hammerstein has abandoned the project of erecting an opera house in Brooklyn and the site recently purchased by him for the purpose is now offered for sale. The house was to have cost approximately \$1,250,000.

WELLS INSTITUTE RECEPTION.

Wells Memorial Institute will hold its annual New Year's reception this evening. Robert Treat Paine, Jr., and Charles W. Dexter will receive the members. Light refreshments will be served after which there will be dancing.

EXHIBITION OF ANCIENT TEXTILES.

Collected by Vittali Breguist in Italy, Spain, Portugal and France. COLEY MALL, BOSTON. Week days 9 A. M. to 10 P. M. Sundays 1 P. M. to 5 P. M. Until January 18, 1910. THE COLEY SOCIETY wishes to call the attention of the public to this unusually interesting and important exhibition of ancient textiles which includes rare embroideries, velours, laces, tapestries and cathedral rugs.

MUSICAL DEPARTMENT

HARRIET A. SHAW

186 COMMONWEALTH AVE., BOSTON.



BELLA ALTEN.
Amore in recent production of "Orfeo." She will be a "Parsifal" flower-girl.



MARIE MATTFELD.
Mezzo soprano who is one of Klingor's flower-maidens in second act of "Parsifal."



ALMA GLUCK.
Light soprano who takes important Metropolitan roles; a flower-girl in "Parsifal."



RITA FORNIA.
Soprano who is one of the flower-maidens in the magic garden scene of "Parsifal."

at the opera house tonight and every night this week; also Wednesday and Saturday afternoons. At every performance there will be solo numbers.

NOTES.

Mischel Elman makes his first appearance as soloist with the Boston Symphony orchestra at Infantry hall, Providence, tonight. He will appear at the symphony concerts in Boston Friday and Saturday of this week and he will be the soloist throughout the next southern trip, on which the orchestra will start Jan. 9.

Evangeline Hiltz, soprano, will give a song recital in Chickering hall Monday evening, Jan. 17, with the assistance of Alice Gleason, violinist, and M. E. Packard, flutist.

John Herman Loud gave his third free organ recital at the Newton Center Baptist church on Monday evening with Paul Kelsey, cellist, assisting. Mr. Loud had for the leading number of his program the seventh and most important of the eight organ sonatas of the French organist and composer, Alexandre Guilmant. Mr. Loud's next recital will be given on Monday evening, Jan. 24.

The music department of the city of Boston will give a concert at the Roxbury High school Thursday evening, Jan. 6, at 8 o'clock. The lecturer will be Prof. Louis C. Elson. The soloists will be Miss Evelyn Blair, soprano, and William Howard, violinist.

BOSTON OPERA HOUSE

HENRY RUSSELL, Managing Director
SCORED A TRIUMPH
Last Night's Verdict on

Loie Fuller

and the MUSES.
with Irene Sanden and Gertrude von Axen, Europe's Greatest Classical Dancers, and ORCHIDEA, First Muse, with

"The Ballet of Light"

THIS EVENING WED. & SAT. Matinee
Synphonic Orchestra, Wednesday (matinee), Thursday, Saturday matinee, direction Mr. Alexander Rimbaum of Berlin, specially engaged. Tuesday, Wednesday (night), Friday and Saturday (night), direction Mr. Oscar Spiresson of Paris, director of Boston Opera Co.

Prices 50c to \$2.00. Box seats \$3.00. Every Evening at 8:30 O'clock. Wed. & Sat. Mats. at 2:30 O'clock. SEATS READY NOW.
METROPOLITAN OPERA
BOSTON SEASON—JAN. 10-15.
Mon. Jan. 10, Tristan and Isolde; Thurs. Jan. 13, Lohengrin; Fri. Jan. 14, Tosca; Sat. Jan. 15, Il Trovatore. Sat. Mat., PARSIFAL.
Seats Now on Sale. Prices Evening, \$1.50 to \$5.00. Matinee, Parsifal, \$2.00 to \$7.00. Weber Piano Used.

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Advertisements Intended to appear in all editions of Saturday's Monitor Should reach The Monitor office Not Later than Friday Afternoon To insure proper Classification

Humphrey Subsidy Bill Is Introduced Today

(Continued from Page One.)

or more to South America and the Orient the postmaster-general may be authorized to pay to second-class ships for carrying the mail the same rate of pay now authorized to be paid to first-class ships—that is, \$4 a mile outward voyage.

It is an interesting fact that the existence of this law of 1891 is unknown to many who are busily engaged in denouncing the principle of subsidy. It is unknown even to some of the members of Congress, yet it has been on our statute books for 18 years, and no man has ever proposed its repeal or criticized what has been accomplished under it. This law is directly responsible for every American vessel on the Atlantic ocean, and if it were repealed the American flag would entirely disappear from that ocean within 60 days.

Old Law Aids American Ship in the Foreign Trade

There is but one American vessel flying the stars and stripes, engaged exclusively in the foreign trade, but what is running under the provisions of this law. Eighteen years of experience have proved that this law will not secure vessels to run on the long voyages to South America and across the Pacific. A first-class vessel under the terms of 1891 is one of 8000 tons or over, with a 20-knot speed. A second-class vessel is one of 5000 tons or over, with a 16-knot speed. This is the only difference, but it costs much more to run a 20-knot vessel than a 16-knot vessel, and it costs more in proportion to its earning capacity to run a vessel on a long than on a short voyage. This explains why we have no vessels on these long runs under the present law, while we do have a few engaged in the nearer trade.

In other words, the necessity for the amendment of the present law is that it must be done if we are to get the service we wish. Remember that all vessels under this bill, except as to speed and size, will be exactly the same, and that something more, a great deal more, is required of these vessels than merely to carry the mail. They must all be of iron or steel and all must be of the highest rating known to maritime commerce.

Vessels Must Be Built With View to Use in War

All of these vessels must be built with a view to their use in time of war. They must be constructed upon plans approved by the secretary of the navy. They must be constructed so that they can carry four or more effective cannon of not less than 6 inches caliber. They must be at all times at the demand of the government. They must carry American boys and train them in seamanship, and all must be officered by American citizens, and all must carry a certain percentage of American sailors. The number of American sailors required to be carried after five years is 50 per cent of the crew or more. These vessels cannot be sold without the consent of the secretary of the navy. So this provision, while popularly known as one for ocean mail pay, requires a service very much greater than the carrying of the mail; in fact, their possible use for the common defense is of far greater importance than their carrying of the mail.

It is neither a fair nor a truthful statement to say that under this bill it is a proposition to pay \$4 a mile for the carrying of the mail alone. Certainly no man who is in favor of a navy can object to the service of these vessels, so far as they are used for military purposes, being paid from the national treasury. It would be just as consistent to object to the cost of a battleship being borne by the national treasury, for both in time of necessity are for the same purpose—the common defense.

Panama Canal to Be Used Mostly by Foreign Boats

When the Panama canal is completed, it will be used almost entirely by foreign ships. We will get the glory and foreign ships the commerce.

But look at the other side of the picture. It is more humiliating still. We have no transports for our army and no auxiliaries for our navy. A short time ago it was necessary to send our soldiers to Cuba. They were compelled to go in foreign ships. When they returned, it was in foreign ships. We have a naval station on the island of Samoa, in the Pacific ocean. We have not been able to communicate with it in the last three years, except by foreign ships. We send not only our mails, our ammunition and our supplies, but our soldiers to the Philippines in Japanese vessels. We have naval vessels today that we cannot furnish with crews. We have no ships to train men and make them sailors. Our battleship fleet to make its trip around the world was compelled to employ foreign ships to carry the coal. Our entire fleet was completely at the mercy of these foreign vessels every mile of the way. At the first hostile shot these foreign vessels would have left our battleships where they were, and then these great engines of war that cost us so much, could not have continued their journey, nor could they have returned home.

Last year we paid \$130,000,000 for the navy, and to what purpose? Our battleship fleet is on the Atlantic. If we had war on the Pacific tomorrow, this fleet would be as helpless and as worthless in such a contest as if it possessed no guns or ammunition, and had no way to secure them. It could not possibly go to the Pacific, for there is no way to supply it with coal. It would have

to remain anchored in the harbor where it is. Foreign ships in time of war could not be used or bought to supply the navy with coal. Sufficient American ships are not in existence for this purpose. What is the use of spending millions in time of peace for a navy that is useless in time of war?

Thinks Subsidy Problem Greatest Before People

I think this is today the most urgent question before the American people. In case of war, 250 vessels would be needed for transports for the use of the army. There are not 25 under the flag for this service. All events of the present indicate that our next contest will be on the Pacific. I have frequently said, and I now say, that I do not expect war with Japan, but a moment's study of conditions on that ocean might cause an explanation of some of those who have talked loudest and thought least about this situation. Japan has 260 vessels fit to carry troops. The United States has perhaps 10. Japan could carry 200,000 soldiers at one time. The United States not more than 10,000. Japan has more than 500,000 trained sailors. The United States has less than 1000 to furnish crews for naval vessels. Japan has built 50 vessels suitable for transport; the United States not one. Japan could put 100,000 men in Hawaii, 250,000 in the Philippines, in less than 30 days. The United States could not place 50,000 men in the Philippines in the next two years, even in time of peace, if we were compelled to employ American ships, as would be the case in time of war. Japan could reach the Pacific coast of this country at least two months quicker than our battleship fleet could get from the Atlantic to the Pacific, even if our fleet were fully supported with the best of coilers and auxiliaries.

Faults and Advantages of Free Ship Proposition

Under the free ship provision of the bill, any American citizen may buy a vessel built anywhere and get the American flag to run it exclusively in the foreign trade; such vessels are not to receive any government aid. I have never believed in "free ships," and do not now, because I never believed it would greatly help build up the American merchant marine, but under the restrictions of this bill free ships cannot possibly do any harm. Free ships will not give us a single vessel in the trade to South America, to Australasia, to Japan or China—the places where we most desire them; this is certain. But in the nearby trade, especially to Central America, some foreign vessels, for sentimental and political reasons now owned and operated by American citizens, may come under the flag. If so, they will give employment to American officers, and in case of war might be of great value to the government. If a single ship comes in under this section, it will help that much. Not a single vessel is being built in the United States for the foreign trade, and has not been for more than seven years, so no shipbuilder can complain of this provision. Not a single American vessel would be displaced or have increased competition, so no one operating American vessels can possibly be injured. Under these circumstances, as there can be no possible harm in this free ship clause, I am willing to try it.

American Tonnage Taxes Among Lowest of World

Our tonnage taxes are among the very lowest of the nations of the world. It is proposed to increase the tonnage taxes only on vessels in the transoceanic trade. In this trade there are but few American vessels. Last year the dues paid in this trade amounted to \$884,377. Of this sum American vessels paid only \$34,419, or less than 4 per cent. American vessels, by carrying American boys, one for each 1000 tons of the vessel, can have reduced their tonnage dues 80 per cent, which will considerably reduce them below the present rate, so that American ships will have their dues reduced. If this section is adopted it will bring into the national treasury about \$1,000,000 a year, and every dollar of this amount will be paid by foreign ships. Foreign ships are carrying 95 per cent of our commerce. They are receiving \$200,000,000 a year from the American people for this service. For these foreign ships very largely we maintain our lighthouses and other aids to navigation. For them we improve our rivers and harbors at an expense of \$50,000,000 a year. We pay German ships a subsidy for the carrying of mail more than 2½ times as much as they pay us in tonnage taxes. We pay Japan a subsidy for carrying the mails four times as great as the amount of tonnage taxes they vessels pay us. Why should not these foreign vessels receiving so many favors help bear the burdens?

Bill Provides That Bids for Service Must Be Made

Before any contract can be made under this bill, a call for bids to perform the service must be made by advertising in several of the leading newspapers of the United States for three months or more. The contracts must be let to the lowest and best bidder; every precaution is taken to prevent any favoritism or excessive cost, to get the best service for the least money. Not a cent will be paid until the ships are built and the service actually performed. The government takes no chances. It might be well to add for those who

have been declaring that the proposed legislation was to benefit existing lines, that not a ship now running can take advantage of the provisions of this bill. Neither need any of the "watch dogs" of the treasury exercise their lungs, for there is no danger of national bankruptcy. It is specifically provided that the amount that can be expended in any one year "shall not exceed the estimated revenue" from the foreign mail service for that year.

If the American people knew the facts, there would be no opposition to this legislation. This year our foreign commerce will be the largest ever done by any nation in the history of the world. It will be \$3,000,000,000 and more. Foreign ships will carry 95 per cent of this trade and receive for doing it over \$200,000,000. The construction and the operation of these foreign ships will take from the American laborer more than \$1,000,000 in wages each day, for work that rightly belongs to him. Today our citizens, our products and our mails, in order to reach South America, must twice cross the Atlantic ocean in a foreign ship. They must all go by way of Europe. The freight rate to South America from this country is the highest in the world. The American merchant pays twice as much freight for the same service as does his European competitor.

Shipping Combines Prey Upon American Commerce

On both oceans foreign shipping combines have been formed and are preying upon our commerce. On the Atlantic within the last three years these combines have raised freight rates between here and Europe more than 30 per cent. There has been a much greater increase at times between here and South America. On the Pacific these combines at one time increased freight rates more than 500 per cent. A few days ago a vessel came into Seattle harbor from Europe. She brought a cargo for \$125 a ton. She refused to take a return cargo over the same course for less than \$60 a ton. She dare not fear it for less than this amount for fear of the heavy fine that would be assessed by the trust to which she belonged, so she sailed away in ballast.

As it is today our fleet could not be considered at all in a contest with Japan. An American citizen is not permitted to attend Japanese schools. He is not permitted to reside except in certain quarters assigned for that purpose. A short time ago these privileges were preposterously demanded by Japan for her citizens in this country. This demand, amounting practically to an ultimatum, was promptly granted. Why? I am not divulging any state secrets in giving these facts. All the rest of the world knows our condition. We are deceiving no one but ourselves.

Humphrey Subsidy Bill as Introduced in House

Following is the bill:
Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the postmaster-general is hereby authorized to pay for ocean mail service under the act of March 3, 1891, in vessels of the second class on routes 4000 miles or more in length, outward voyage, to South America, to the Philippines, to Japan, to China, and to Australasia, at a rate per mile not exceeding the rate applicable to vessels of the first class as provided in said act, and in vessels of the third class on said routes, at a rate per mile not exceeding the rate applicable to vessels of the second class as provided in said act; Provided, That the total expenditure for foreign mail service in any one year shall not exceed the estimated revenues therefrom for that year.

Sec. 2.—A contract pursuant to this act or hereafter pursuant to the act of March 3d, 1891, entitled "An act to provide for ocean mail service between the United States and foreign ports and to promote commerce," shall not be made by the postmaster-general for the transportation of the ocean mails by any steamship which shall be owned or controlled by any railroad company or corporation or to which any railroad company or corporation shall extend any favor, privilege or advantage which is not also extended on the same terms to any other American steamship. The postmaster-general is hereby authorized and directed to cancel any such contract upon evidence satisfactory to him that any provision of this section has been violated.

Sec. 3.—In any contract made pursuant to this act or hereafter made pursuant to the act of March 3d, 1891, the owners shall agree that any steamship under contract shall not be sold without the consent in writing of the secretary of the navy.

Sec. 4.—That a tonnage duty of 12 cents per ton not to exceed 60 cents per ton per annum is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any foreign port or place not in North America, Central America, the West India islands, the Bahama islands, the Bermuda islands, or the coast of South America bordering on the Caribbean sea, or Newfoundland, not, however, to include vessels in distress or not engaged in trade. That so much of section 36 of the act approved Aug. 5, 1909, entitled, "An act to provide revenue equalize duties and encourage the industries of the United States, and for other purposes," as conflicts with this section is hereby repealed.

Plan to Pay Ship Captains for Teaching Seamanship

Sec. 5.—That on proof to the satisfac-

tion of the commissioner of navigation that a vessel of the United States has on any foreign voyage carried a boy or boys, a citizen or citizens of the United States, under 21 years of age, suitably trained during that voyage in seamanship or engineering, in the proportion of one for each vessel, and in addition one for each 1000 tons of her net registered tonnage, there shall be paid to the owner or owners of the vessel, out of any money in the treasury not otherwise appropriated, an allowance equivalent to 80 per cent of the tonnage duties paid in respect of the entry in the United States of that vessel from that voyage.

Sec. 6.—That section 4132 of the revised statutes is hereby amended to read as follows:

"Sec. 4132.—Vessels built within the United States and belonging wholly to citizens thereof, and vessels which may be captured in war by citizens of the United States and lawfully condemned as prize, or which may be adjudged to be forfeited for a breach of the laws of the United States, and seagoing steel steamers of 2500 gross tons or over, wherever built, and no engage only in trade with foreign countries or with the Philippines, being wholly owned by citizens of the United States, and no others, may be registered as directed in this title. Foreign-built vessels registered pursuant to this act shall not be entitled to mail compensation under the act of March 3, 1891, entitled 'An act to provide for the ocean mail service between the United States and foreign ports and to promote commerce,' or to any compensation under this act, and shall not engage in the coastwise trade or transport from one port of the United States to another port of the United States either directly or via a foreign port or for any part of the voyage passengers or merchandise under penalty of \$200 for each passenger so transported, and the forfeiture of the merchandise so carried."

DIPLOMATIC CORPS RECEPTION TONIGHT THE SEASON'S FIRST

WASHINGTON.—The first formal reception of the Taft administration, that to the diplomatic corps, will be held tonight. During the season there are four of these formal receptions, and that to the diplomatic corps always come first, and is made attractive by the presence of the ambassadors and ministers who attend in full court dress and wearing all their glittering decorations. The succeeding receptions are for the army and navy, the supreme court and Congress.

It is the purpose of the Tafts to inaugurate several rather sweeping changes in the regulations governing these receptions in the past, the design being to make them more enjoyable. There will be, for instance, no distinctions between the guests, all of whom will share the presidential hospitality on an equal footing. There is to be no more tiresome waiting in line before reaching the place where the President stands. The President and Mrs. Taft will be the only occupants of the blue room, and the guests as soon as they arrive will repair to the east room, where they will have an opportunity to meet friends and enjoy themselves informally until the time comes for them to meet the President.

There is another innovation in the Taft receptions. The invitation lists have been materially curtailed. Heretofore between 2000 and 3000 persons have had invitations to the formal receptions, notwithstanding the White House can accommodate not more than one half that number. It is the plan of the Tafts to avoid duplicating these invitations. Persons invited to one will not be invited to others. This, it is said, will keep the crowd down to a figure making the evening enjoyable for all present. Mrs. Taft is anxious to have invitations to White House receptions mean more than they have meant heretofore, and this will be one of the ways she will have of making that possible.

NAVAL AFFAIRS COMMITTEE CONSIDERS THE MEYER PLAN

WASHINGTON.—Consideration of the Meyer-Swift plan of naval reorganization was resumed today by the House committee on naval affairs, and Secretary Meyer will still further explain the details of the system before the committee makes its report on the appropriation bill. The manifestly unwarranted apprehension of certain branches of the naval service resulted in representations to members of Congress to the effect that great injustice would be worked in some instances by the Meyer-Swift plan, this being notably true of the constructors.

The House committee, properly, no doubt, has shown a disposition to make haste slowly, and its members have taken pains to investigate every rumor which has reached them. The prospects are, however, that the appropriation bill will be so framed as to afford Mr. Meyer ample opportunity to test his plan.

The indications are that the real struggle will come when the appropriation bill reaches the Senate committee on naval affairs. There it will have to encounter the opposition of Senator Hale, who is understood to be antagonistic to the plan chiefly, it is said, because it is likely to render the secretary of the navy

WOOD INDUSTRIES OF AMERICA BRING IN TWO BILLIONS

WASHINGTON.—Industries which subsist wholly or mainly upon wood pay the wages of more than 1,500,000 men and women, representing an investment of more than \$2,250,000,000 and yield each year a product worth nearly \$3,000,000,000, and yet no country takes poorer care of its private forests than the United States.

This, in substance, is reported by the federal forest service, in a circular prepared by Associate Forester Overton W. Price and Assistant Foresters R. S. Kellogg and W. T. Cox. However, it remarks buoyantly, no nation has a more wholesome and enthusiastic public sentiment for the right use of the forest than this.

The forests of the United States now cover 550,000,000 acres, or about one fourth of the face of the country. The original forests, which contained timber in quantity and variety far beyond that upon any area of similar size in the world, covered 850,000,000 acres, with a stand of not less than 5,200,000,000,000 board feet of merchantable timber, according to present standards of use.

TEXTILE EXHIBITION OF OLD TREASURES IS DISPLAYED HERE

An exhibition of the Vital Bengal collection of ancient textiles, embroideries, velours, laces, tapestries, cathedral rugs, sanctuary lamps and other things that will surprise and delight collectors of antiques and furnishing connoisseurs is being held in Copley and Allston halls. It is on free view daily from 9 a. m. to 9 p. m., and includes treasures which have hitherto only been seen in museums, palaces and private collections and never accessible to purchasers, as in this case.

With the fourteenth century came the spread of luxury and embroidery and velours became general. Later came the Italian renaissance, when Raphael and other artists prepared designs for embroidery and velour productions. Still later came the "century of perfection in needlework," the sixteenth, when embroidery may be said to have invaded many branches of art. Hangings, furniture, costumes and even equipages were decorated by embroidery, but comparatively few were preserved and these are to be secured only by diligent searches such as Vital Bengal.

SMELTER MEN OPPOSE STRIKERS.

GREAT FALLS, Mont.—The Great Falls smelter men last night voted almost unanimously in favor of ending the switchmen's strike in the smelter field. The scheme of the smelter men is to furnish guards to enable the non-unionists to work. The striking switchmen control the traffic situation at Great Falls and as a result of the strike 4000 men employed in the Boston & Montana properties in Great Falls and Butte are idle.

"NIGHT RIDER" TRIAL SOON DUE.

WASHINGTON.—The government is preparing to prosecute the "night riders" in the tobacco districts of Kentucky and Tennessee by beginning proceedings against the Burley Tobacco Society.

REOPEN SYRACUSE PLANT.

SYRACUSE, N. Y.—The Syracuse plant of the National Tube Company was reopened Monday. About 250 hands will be employed at first. The plant has been idle about two years.

AVIATOR DELAGRANGE KILLED.

BORDEAUX.—Leon Delagrangé, the noted aviator, was killed today by the fall of his aeroplane while making a flight here.

PICK COMMITTEE TO BETTER DEPOT

HYDE PARK, Mass.—The desire of the citizens for improved conditions at the Hyde Park and Fairmount railroad stations is given decided impetus by the action of the Current Events Club, which has named a committee to investigate the conditions and plan a campaign for their betterment.

At the head of this committee is Mrs. George W. Pfeiffer, an ex-president of the club, and well known in State Federation circles.

POLITICAL ADVERTISEMENT. POLITICAL ADVERTISEMENT.

Fitzgeraldism

Example No. 2, 1906-97

Henry Fitzgerald, Assistant Mayor

Fitzgeraldism took two Fitzgeralds, Brother John and Brother Henry.

Brother Henry was awfully busy during those years, 1906 and 1907.

Brother John seemed to find him very useful.

Brother Henry was always running here or running there to see this man or that man who wanted to do business with Brother John's administration.

Here is a sample of what Brother Henry was so busy about:

We will take the Welch stone crushing contract:

Before John was mayor, Thomas F. Welch, a contractor, supplied the city with crushed stone at 90 cents a ton.

After John had been mayor for a while Welch sold the city crushed stone at \$1.80 a ton—just two prices.

Welch testified that he became acquainted with Brother Henry during the campaign of 1905, and threw his support to Brother John.

As soon as John was in the mayor's chair, Welch called on James H. Doyle, superintendent of Brother John's street department, and asked for the right to sell crushed stone to the city in the West Roxbury district. Doyle's heart was cold. He gave Welch no encouragement.

Welch then went to "SEE" Brother Henry.

This is Welch's testimony:

"Q. Did you see anybody besides Doyle?
A. Yes.
Q. Whom else?
A. Henry Fitzgerald.
Q. What did you say to him?
A. I saw Mr. Doyle maybe three or four times, but I was not succeeding very well, and finally I went to Henry Fitzgerald to ask him if he would not see Mr. Doyle for me.
Q. What was done by Henry Fitzgerald?
A. I don't know. The result was I got the crusher.
Q. How did you happen to ask Henry Fitzgerald? Did he know anything about crushers?
A. He did when I told him about it.
Q. Did he know anything so far as you know except what he learned from you about crushers?
A. I don't know.
Q. How did you happen to go to Henry Fitzgerald?
A. Well, because I thought he might have some influence.
Q. With whom?
A. Well, with the administration.
Q. With what part of the administration?
A. Which ever might be able to grant it. I don't know any part—
Q. Then, is that the best answer you can make to that, Mr. Welch?
A. That is the only answer."

On April 2, 1907, Welch got another stone contract from Brother John, OF COURSE WITHOUT COMPETITION. Brother John, although the engineer of the Street Department, James H. Sullivan, opposed it, and even though Superintendent James H. Doyle opposed it, agreed, at the expense of the City, that in order to give Welch this contract the City would transfer the crushing plant from the Kenney ledge to the Welch lot on Grove street, a distance of about seven miles.

It might be mentioned that this Welch contract did not require the City to make the repairs to this crushing plant. The City, however, did make the repairs, but this is a small thing for Fitzgeraldism.

Here is what James H. Doyle, Brother John's Superintendent of Streets, testified about this:

"Q. Why, under the circumstances which you have stated, and against the advice of the engineer, did you award this contract?
A. My answer to that would be I should have thought politics governed me largely.
Q. And politics as represented by what individual?
A. By Mr. Welch.
Q. Any other?
A. Why, the recommendations he had received.
Q. What recommendations?
A. Well, from Mr. Fitzgerald.
Q. What Fitzgerald?
A. Henry Fitzgerald."

When Welch had received a payment on this contract from the City he would draw a check the next day.

He did not make these checks payable to anybody in particular, but to his own order so he could turn them into cash.

These cash payments by Welch amounted to \$6500, and although Welch kept a ledger, a pass-book and a check-book, none of these books showed what Welch did with this money.

Welch claimed he did not remember the names of the persons to whom these sums were paid.

He thought the money from one of his checks for \$500 was given to the Democratic City Committee.

He thought the amount included money given to Philip McGonagle, Councilman from Brother John's Ward 6, where Brother Henry was then living, and of which Brother Henry was then the "BOSS."

At one time \$1185 was drawn by Welch and turned into cash by being made payable to his own order, against a deposit of a City check received by him from the city for \$1343.22, dated December 1, 1906.

Welch stated that \$685 out of this \$1185 was used for his payrolls.

On the stub of the check-book there is an entry opposite this check which reads, "DREW H. F. \$500."

Welch couldn't remember who got this \$500.

Welch claimed he had no positive recollection.

Finally he stated that he believed his clerk intended to put down his own initials, "T. F.," but by mistake had written "H. F." instead.

All sorts of people were told to "SEE" Brother Henry when Brother John was too busy and didn't want to trust anybody outside the family.

The fact is, as I have said, Henry was awfully busy—he was about as busy as John.

I invite John F. Fitzgerald to tell the voters what Brother Henry was so busy about.

James J. Storrow

417 Beacon St.

Financial, Commercial and Industrial News of the World

GOOD RECOVERY FOLLOWS EARLY DROP IN PRICES

Bears Show More Activity in the New York Market—Southern Pacific Displays Exceptional Strength.

GIROUX A FEATURE

The selling movement under way as the New York stock market closed last night was resumed this morning resulting in lower prices for nearly everything on the list. The conspicuous exception to the downward trend was Southern Pacific. It opened off 1/4 at 135 and after receding fractionally spurted up above 136, while the heaviest selling was in progress in other securities. The strength displayed by the issue attracted considerable attention. Toward noon the market generally was stronger.

The bears made much of the attitude of President Taft with respect to the railroad legislation and insisted that it would work adversely to the interests of most of the important lines. However, they seemed to take a much more gloomy view of the situation than the railroad men themselves and probably more than conditions warranted. The higher money rates were really the most formidable argument for lower prices, but the bull party contended that the extraordinary demand for funds would be of short duration and that lower rates would soon prevail.

New York Central opened off 1/4 at 122 1/2, declined over a point further and then recovered. Chesapeake & Ohio opened unchanged at 90 1/2 and lost about a point during the first hour. Reading was rather active. It opened off 1/4 at 168 1/2, improved to 169, receded a point and then sold above 169. Union Pacific at 201 1/2 was up at 164 at the opening and advanced above 202. Pennsylvania was off 1/4 at 135 1/2, the opening. It vibrated between 135 and 136. Consolidated Gas rose from 157 1/2 to 159 1/2.

Great Northern preferred was up 1/4 at the opening at 143 1/2 but lost over a point during the early sales. The industrial shares were quite heavy. United States Steel, which had a net loss of nearly 2 points yesterday, opened off 1/4 this morning and lost about a point more. The preferred was off 1/4 at the opening at 124 1/2 and declined about a point more.

Giroux was a feature of the local market. It opened off 1/4 at 11 1/2, advanced about a point and then sagged off. North Butte was off 1/4 at the opening at 48, improved 1/4, sold off to 47 1/2, and then rose a point. Quincy opened up a point at 91 and lost the gain during the first hour. Tamarack opened a point at 72 and advanced 2 points to 74.

New York stocks began to recover at a rapid rate in the early afternoon. At the beginning of the last hour prices were generally well above the opening figures and the market was quite buoyant.

RICH MAN PLANS TO BUY OLD HOME

NEW YORK—Harry Payne Whitney is trying to repurchase from George G. Mason the famous old Whitney house at 871 Fifth avenue, which was once known as the most beautiful home in America. The price offered is said to be in the neighborhood of \$2,000,000.

The house is constructed of brownstone and is a near approach to the Venetian and Florentine palace of the days of Michael Angelo and Leonardo da Vinci.

FINANCIAL NOTES

The New York Central railroad has placed 800 men on pensions.

About 1200 steamtrains in New York have struck for higher wages.

An extra dividend is expected to be declared by the General Development Company.

New York interests claim that the trunk line differential freight rate is unfair.

Cotton manufacturers meet at Charlotte, N. C., to discuss uniform schedule of prices.

The attorney general of Ohio will not sue to dissolve the sale of stock of independent telephone companies to J. P. Morgan & Co.

Federal treasury operations in December showed a surplus for the first time in the fiscal year, receipts exceeding disbursements by \$2,100,000.

Railway employees at Cleveland demanded the standardization of wage schedules of all roads east of Chicago and north of the Ohio river.

CANADIAN NORTHERN RAILWAY. MONTREAL—During 1909, Canadian Northern completed 482 miles of track in five provinces and graded 398 miles ready for steel next spring. There were 305 miles laid in the western prairie provinces, on seven branches, while grading has been finished on seven other lines.

PITTSBURGH STOCKS. PITTSBURGH—Crucible Steel 18, preferred 93; Fire Proofing preferred 30 1/2; Pittsburgh Coal preferred 83 1/2; Light & Heat 21 1/2; Air Brake 147; Harbison & Walker 34; Kansas Gas 43.

NEW YORK STOCKS

NEW YORK—Following are the opening, high, low and last sales of the principal active stocks to 2:20 p. m.:

	Open.	High.	Low.	Last
Amalgamated.....	89 1/2	87 1/2	88 1/2	89 1/2
Am Car & Found.....	72 1/2	72 1/2	71 1/2	72 1/2
Am Cotton Oil.....	67 1/2	67 1/2	67 1/2	67 1/2
Am Locomotive.....	61 1/2	61 1/2	60 1/2	61 1/2
Am Smelt & Re.....	102 1/2	102 1/2	101 1/2	102 1/2
Am S & R pf.....	112 1/2	112 1/2	112 1/2	112 1/2
Am Steel Fy new.....	65 1/2	65 1/2	65 1/2	65 1/2
Am Sugar.....	121 1/2	121 1/2	121 1/2	121 1/2
Am Tel & Tel.....	140 1/2	140 1/2	140 1/2	140 1/2
Anacosta.....	52 1/2	52 1/2	51 1/2	52 1/2
Atchafalaya.....	122 1/2	122 1/2	121 1/2	122 1/2
Atchafalaya pf.....	103 1/2	103 1/2	103 1/2	103 1/2
At Coast Line.....	135 1/2	135 1/2	135 1/2	135 1/2
Atchafalaya.....	117 1/2	117 1/2	117 1/2	117 1/2
Brooklyn Rap Tr.....	79 1/2	79 1/2	79 1/2	79 1/2
Canada Southern.....	70 1/2	70 1/2	70 1/2	70 1/2
Canadian Pacific.....	181 1/2	181 1/2	181 1/2	181 1/2
Central Leather.....	47 1/2	47 1/2	47 1/2	47 1/2
C L pf.....	108 1/2	108 1/2	108 1/2	108 1/2
Ches & Ohio.....	90 1/2	91 1/2	89 1/2	90 1/2
Col Fuel & Iron.....	48 1/2	48 1/2	48 1/2	48 1/2
Col Gas.....	159 1/2	159 1/2	159 1/2	159 1/2
Consolidated.....	183 1/2	183 1/2	183 1/2	183 1/2
Den Rio Grande.....	51 1/2	51 1/2	50 1/2	51 1/2
Erle.....	33 1/2	33 1/2	33 1/2	33 1/2
General Electric.....	158 1/2	158 1/2	158 1/2	158 1/2
Gr Nor pf.....	143 1/2	143 1/2	142 1/2	143 1/2
Gr Nor Ore pf.....	80 1/2	80 1/2	79 1/2	80 1/2
Inter-Mt.....	60 1/2	61 1/2	60 1/2	61 1/2
Kansas Pacific.....	43 1/2	43 1/2	43 1/2	43 1/2
Kansas & Texas.....	49 1/2	49 1/2	48 1/2	49 1/2
Louis & Nash.....	157 1/2	157 1/2	157 1/2	157 1/2
Missouri Pacific.....	70 1/2	70 1/2	70 1/2	70 1/2
Nat Lead.....	89 1/2	89 1/2	89 1/2	89 1/2
N Y C pf.....	25 1/2	25 1/2	25 1/2	25 1/2
N Y C pf.....	124 1/2	124 1/2	124 1/2	124 1/2
N Y N H & H.....	158 1/2	158 1/2	158 1/2	158 1/2
Norfolk & Western.....	100 1/2	100 1/2	99 1/2	100 1/2
Northern Pac.....	144 1/2	144 1/2	143 1/2	144 1/2
Northwestern.....	181 1/2	181 1/2	180 1/2	181 1/2
Northwestern pf.....	225 1/2	225 1/2	225 1/2	225 1/2
Ontario & Western.....	48 1/2	48 1/2	48 1/2	48 1/2
Pennsylvania.....	136 1/2	136 1/2	136 1/2	136 1/2
People's Gas.....	115 1/2	115 1/2	115 1/2	115 1/2
Reading.....	168 1/2	168 1/2	168 1/2	168 1/2
Republic Steel.....	45 1/2	45 1/2	44 1/2	45 1/2
Rock Island.....	55 1/2	55 1/2	54 1/2	55 1/2
R I pf.....	90 1/2	90 1/2	90 1/2	90 1/2
Southern Pacific.....	135 1/2	135 1/2	134 1/2	135 1/2
Southern Railway.....	32 1/2	32 1/2	32 1/2	32 1/2
St Paul.....	156 1/2	156 1/2	156 1/2	156 1/2
Texas Pacific.....	35 1/2	35 1/2	35 1/2	35 1/2
Third Ave.....	18 1/2	18 1/2	18 1/2	18 1/2
Twin City R Tr.....	116 1/2	116 1/2	116 1/2	116 1/2
Union Pacific.....	201 1/2	201 1/2	201 1/2	201 1/2
U P pf.....	103 1/2	103 1/2	103 1/2	103 1/2
U S Rubber.....	51 1/2	51 1/2	51 1/2	51 1/2
U S Steel.....	89 1/2	89 1/2	89 1/2	89 1/2
U S Steel pf.....	124 1/2	124 1/2	123 1/2	124 1/2
Wabash pf.....	53 1/2	53 1/2	53 1/2	53 1/2
Western Union.....	76 1/2	76 1/2	76 1/2	76 1/2
Westernhouse.....	81 1/2	81 1/2	81 1/2	81 1/2

BONDS

	Open.	High.	Low.	Last
Am 7 & 7 cv.....	109 1/2	109 1/2	109 1/2	109 1/2
Atchafalaya 4 1/2.....	100 1/2	100 1/2	100 1/2	100 1/2
Atchafalaya 4.....	100 1/2	100 1/2	100 1/2	100 1/2
Baltimore & Ohio 4 1/2.....	99 1/2	99 1/2	99 1/2	99 1/2
Den & Rio Grande 4 1/2.....	94 1/2	94 1/2	94 1/2	94 1/2
Interboro-Met 4 1/2.....	82 1/2	82 1/2	82 1/2	82 1/2
Japan 4 1/2.....	88 1/2	88 1/2	88 1/2	88 1/2
Japan 4 1/2.....	93 1/2	93 1/2	93 1/2	93 1/2
Japan 4 1/2.....	94 1/2	94 1/2	94 1/2	94 1/2
N Y City 4 1/2.....	104 1/2	104 1/2	104 1/2	104 1/2
N Y City 4.....	100 1/2	100 1/2	100 1/2	100 1/2
NYNHAF cv 2 1/2.....	101 1/2	101 1/2	101 1/2	101 1/2
Reading 4.....	99 1/2	99 1/2	99 1/2	99 1/2
Rock Island 4.....	83 1/2	83 1/2	83 1/2	83 1/2
U S Steel cv 4.....	115 1/2	115 1/2	115 1/2	115 1/2
Wabash 4.....	76 1/2	76 1/2	76 1/2	76 1/2

GOVERNMENT BONDS

	Open.	High.	Low.	Last
2 1/2 registered.....	101 1/2	101 1/2	101 1/2	101 1/2
do coupon.....	101 1/2	101 1/2	101 1/2	101 1/2
3 1/2 registered.....	102 1/2	102 1/2	102 1/2	102 1/2
do coupon.....	102 1/2	102 1/2	102 1/2	102 1/2
4 1/2 registered.....	115 1/2	115 1/2	115 1/2	115 1/2
do coupon.....	115 1/2	115 1/2	115 1/2	115 1/2
Panama 100.....	101 1/2	101 1/2	101 1/2	101 1/2
Panama 1938.....	101 1/2	101 1/2	101 1/2	101 1/2

POLICE SOCIETY PICKS OFFICERS

Members of the Boston Police Mutual Relief Association chose Patrolman Thomas M. Keenan of division 12, South Boston, president of the association for the ensuing year at the annual meeting Monday afternoon.

The other officers chosen were: Clerk, Edward A. Dever; treasurer, Capt. Thomas Ryan; finance committee, Patrolmen John C. McCabe, Michael J. Muldoon and Henry J. Lampe; auditors, Sergt. James J. Watkins, Patrolman M. C. Bresnahan and John S. Donahue.

STEEL BUSINESS PROMISES WELL

NEW YORK—According to steel manufacturers, January promises to be big month from the standpoint of new business. It will require five months at least of active mill operations to work off the tonnage on the books of the various steel companies. Beginning this month, steel manufacturers will begin to receive current prices for steel delivered. Up to Dec. 31, deliveries were made on low-priced contracts made when steel prices were low.

CANADIANS DENIED VOTE

OTTAWA, Ont.—William Pugsley, minister of public works, and L. P. Brodeur, minister of marine, were not permitted to vote in the municipal elections here Monday because their income taxes were unpaid. Seven hundred civil servants were also disqualified.

BROKERAGE FIRM DISSOLVED

SALT LAKE, Utah.—The mining brokerage firm of Child, Cole & Co., consisting of W. H. Child, formerly of Boston, and Harry B. Cole, has been dissolved, Mr. Cole retiring.

WAR SECRETARY QUILTS SAN JUAN

WASHINGTON.—Secretary Dickinson has left San Juan, P. R. for Santo Domingo. He will probably arrive in Havana Friday, and two days later start for Washington.

RHODE ISLAND COAL

Irving J. Sturgis of the firm of Gay & Sturgis has been elected a director of the Rhode Island Coal Company.

GROSS SALES THE LARGEST

American Agricultural Chemical Finishes the Half Year With a Gain of 12 Per Cent for the Period.

Gross sales of American Agricultural Chemical for the six months ended Dec. 31, the first half of its fiscal year, were of record-breaking proportions, showing a gain over the same months of 1908 of about 12 per cent. The company still has ahead of it the heaviest selling season of the entire 12 months, and the prospects for a big business were never better than now.

One factor which is pretty certain to help American Agricultural Chemical sales during the next few years is the increasing attention which agriculture is commanding in the East, particularly in New England. It is one of the unnoticed phenomena of the last few years that agriculture, originally the sole industry of New England, is again beginning to come into its own in this region.

Well posted experts have no hesitation in declaring that within the next five years, through the use of expert farming methods, increased water facilities and fertilizers thousands of acres of now unproductive land will be under cultivation. One thing which has produced this rather significant change is of course the increasing cost of foodstuffs including grain and garden products.

One reason which has been urged against the initiation of common dividends has been the very heavy property expenses which American Agricultural Chemical is committed to for the current fiscal year. The total of these expenditures is about \$1,000,000 and assuming that they are all taken up in property account and not written off the books they amount to a 7 per cent increase in plant and property account.

As a matter of fact, however, American Agricultural Chemical, even on the partial showing afforded by comparison of its balance sheets, has increased its property account on an average of \$1,000,000 yearly for the last five years, so that the 1909-10 expenditure is by no means as exceptional as stockholders may have inferred. This may be shown by the following:

	Year.	Total property.	Increase.
1909	1909	\$1,744,000	\$211,419
1908	1908	1,462,581	1,218,209
1907	1907	1,289,325	1,749,052
1906	1906	1,100,253	639,496
1905	1905	1,042,777	182,616
Total increase.....		4,335,873	
Yearly average.....		867,174	

Actual expenditures for property during these five years have, of course, been much more than this \$1,000,000, but this balance above \$1,000,000 has been written off the books and cannot be determined. It is an interesting fact that the percentage of increase in American Agricultural Chemical gross sales and property and plant book account during the last five years have been practically identical, or 50 per cent in each case.

This is because American Agricultural Chemical, unlike so many manufacturing corporations, has no idle plant capacity, but is practically up to the full capacity of its manufacturing equipment at all times so that new business means of necessity new plants.

COMMISSION SHIP MICHIGAN TODAY

PHILADELPHIA.—While the band played "The Star Spangled Banner" and the crew stood at attention, the new battleship Michigan was placed in commission today at the Philadelphia navy yard. The battleship is commanded by Capt. N. R. Rusher and will sail about the middle of the month to join the Atlantic fleet.

THE GRAIN MARKET.

C. F. & G. W. Eddy, Inc., of the Boston Chamber of Commerce, received the following from their Chicago correspondent:

Wheat.—The wheat market was active and strong. The market opened up on the cables and continued firm. The advance in the market was due to strong movement abroad, where prices were influenced by the unfavorable reports regarding the Argentine market and the reports of damage by rains and delay in the movement. The delay in the movement of the Argentine wheat would be quite a serious factor in both the March and May deliveries abroad, as a fairly free movement has been expected, no matter what the surplus might be. With a reduction in the surplus estimates and a delay in movement of the wheat and a reduction in the quality, the situation becomes decidedly changed.

There was some buying on the cold weather West and reports that the crop in the Southwest has no covering of snow, although the weather map this morning showed some precipitation in the Southwest, evidently snow. Receipts in the Northwest were quite large, and there was a little selling on the heavier movement.

Corn.—Was active and higher. There was a good deal of buying during the morning, influenced by the strength in wheat and by reports regarding the quality of corn from the country.

Oats.—Were firm and fairly active in response to the strength in wheat and corn and at disappointment at the receipts. There was very little stuff for sale and the market worked up without much opposition.

WALTHAM FACTORY REOPENS.

WALTHAM, Mass.—Four thousand persons returned to work after a week's idleness today when the Waltham Watch Company's factory was reopened.

MEMBERSHIP TRANSFER.

The transfer of the membership of Edward P. Merritt to Albert H. Newman has been posted on the Boston stock exchange.

BOSTON STOCKS

BOSTON—Following are the opening, high, low and last sales of the active stocks to 2:20 p. m.:

MINING.					Last
	Open.	High.	Low.	Sale.	
Adventure.....	6 1/2	6 1/2	6 1/2	6 1/2	
Alliance.....	57 1/2	57 1/2	56 1/2	57 1/2	
Arizona Com.....	49 1/2	49 1/2	49 1/2	49 1/2	
Atlantic.....	11 1/2	11 1/2	11 1/2	11 1/2	
Butte Coalition.....	28 1/2	28 1/2	27 1/2	28 1/2	
Calumet & Arizona.....	102 1/2	102 1/2	102 1/2	102 1/2	
Calumet & Hecla.....	680 1/2	680 1/2	675 1/2	675 1/2	
Copper Range.....	84 1/2	84 1/2	83 1/2	83 1/2	
Daily West.....	8 1/2	8 1/2	8 1/2	8 1/2	
Franklin.....	18 1/2	18 1/2	18 1/2	18 1/2	
Granby.....	110 1/2	111 1/2	110 1/2	111 1/2	
Greene-Cananea.....	11 1/2	11 1/2	11 1/2	11 1/2	
La Selva.....	18 1/2	18 1/2	17 1/2	17 1/2	
Mexico Con.....	4 1/2	4 1/2	4 1/2	4 1/2	
Mohawk.....	68 1/2	68 1/2	68 1/2	68 1/2	
Nevada Cons.....	26 1/2	27 1/2	26 1/2	26 1/2	
North Butte.....	48 1/2	48 1/2	47 1/2	48 1/2	
Oscoda.....	164 1/2	164 1/2	164 1/2	164 1/2	
Parrot.....	21 1/2	21 1/2	19 1/2	19 1/2	
Quincy.....	91 1/2	91 1/2	90 1/2	90 1/2	
Santa Fe.....	17 1/2	17 1/2	17 1/2	17 1/2	
Shannon.....	17 1/2	17 1/2	17 1/2	17 1/2	
Superior Copper.....	64 1/2	64 1/2	63 1/2	64 1/2	
Tamarack.....	72 1/2	74 1/2	72 1/2	73 1/2	
Trinity.....	10 1/2	10 1/2	10 1/2	10 1/2	
Utah Consolidated.....	45 1/2	45 1/2	45 1/2	45 1/2	
Utah Copper.....	59 1/2	59 1/2	59 1/2	59 1/2	
Union Pacific.....	15 1/2	15 1/2	15 1/2	15 1/2	
Winona.....	12 1/2	12 1/2	11 1/2	12 1/2	
Wolverine.....	150 1/2	150 1/2	150 1/2	150 1/2	
LAND.					
East Boston Land.....	11 1/2	11 1/2	11 1/2	11 1/2	
RAILROADS.					
Atchison.....	122 1/2	122 1/2	122 1/2	122 1/2	
Boston & Albany.....	231 1/2	231 1/2	230 1/2	231 1/2	
Boston Elevated.....	135 1/2	136 1/2	135 1/2	136 1/2	
Boston & Maine.....	146 1/2	146 1/2	146 1/2	146 1/2	
Fitchburg.....	133 1/2	133 1/2	132 1/2	132 1/2	
N Y N H & H.....	158 1/2	158 1/2	158 1/2	158 1/2	
N Y N H sub rts.....	148 1/2	148 1/2	148 1/2	148 1/2	
Colonny.....	198 1/2	198 1/2	198 1/2	198 1/2	
Union Pacific.....	203 1/2	203 1/2	203 1/2	203 1/2	
West End Com.....	94 1/2	94 1/2	94 1/2	94 1/2	

Latest Market Reports Produce Quotations Shipping

SHIPPING NEWS

The wrecked five-masted schooner *Davis Palmer* will probably never be raised, according to Capt. Alfred Sorensen of the Sorensen Wrecking Company. She lies in about 10 fathoms of water on the edge of Broad sound, off Lynn bay, about seven eighths of a mile from the bell buoy on Fann bay.

Submarine diver Fred Gifford Monday examined the wreck thoroughly, and reported that she is smashed up and cannot be raised with any promise of success or profit. It is possible that much of the cargo can be saved.

Another postponement of the Warren line steamer *Sachem's* sailing date has been caused by delay in receiving a shipment of cattle. She was booked to leave here last Saturday for Liverpool, but it was announced that she would be held until Monday. Monday her sailing was deferred until today at noon. She will carry out 85,000 bushels of wheat, 42,857 bushels of corn, 100 tons of lumber, 100 bales of cotton, 100 tons of provisions, 600 barrels of apples, 2 refrigerators of provisions, 408 cattle and general merchandise.

NEW YORK.—During 1909 the total number of vessels arriving at the port of New York, as recorded at the cargo office, was 10,760, of which 6803 were steamers and 3957 sailing vessels, an increase of 1081 vessels compared with 1908. The increase in steamers was 526 and that in sailing vessels 555.

The arrivals by totals from foreign ports for the year 1909, according to class and nationality, were: American 752, British 1862, German 560, Norwegian 463, French and Italian 161, Dutch 178.

T wharf arrivals today: Clara G. Silva with 16,000 pounds, Annie and Jennie 8000, Lillian 5700, Motor 10,300, Leo 5400, Genesta 22,000, Walter P. Goulart 11,500, Sadie M. Numan 25,000, Terranova 34,000, Flora J. Sears 10,000, Thomas J. Carroll 9000, Raymah 49,000, Francis J. O'Hara 30,000, Edith Silveira 8500, Margaret Dillon 17,000, Manomet 19,000, Minerva 6000, Nettie 1600, W. H. Clement 3500.

T wharf dealers' prices Tuesday per hundredweight: Haddock \$3.25@3.55, large cod \$4.25@4.75, small cod \$2.75, large hake \$6.25, small \$2.75, eusk \$3, pollock \$2.75.

PORT OF BOSTON.

Arrived Today.

Strs Cairnstrath (Br) Loads, Cete Nov 9, Marcellus 13, Leghorn 15, Naples 19, Palermo 24, via St. Michaels Dec 7, and Bermuda 20, mds to F. Pastene & Co; Kershaw, Johnson, Norfolk, mds and passengers to C. H. Maynard; Bunker Hill, Grinnell, New York, mds to N. E. Nav Co; Belfast, Curtis, Winterport, Me; City of Philadelphia, Pex, Eastport, etc, and Monday; Camden, Strout, Portland, Me; Massasoit, Gloucester, Prospect harbor, Me; City of Gloucester, Godfrey, Gloucester; Felix (Nor) arrd below last evening, went up to South Boston; James S. Whitney, Crowell, New York, mds to G. W. Apsey.

Tugs Watpans, Hammond, Elizabethport, towing barges Coal Port (for Salem); Stauch Chunk (for Lynn) and Hauto; Carlisle, Calhoun, Portsmouth, N. H., towing barge Oley, Nor Philadelphia, called for barges Thornton and Robeson.

Cleared.

Strs Herman Winter, Thompson, New York, by G. W. Apsey; Ontario, Bond, Norfolk, by C. H. Maynard; Lexington, Thacher, Philadelphia, by same; Belfast, Curtis, Winterport, by Calvin Austin; Camden, Strout, Portland, by J. S. Carder; Boston (Br), Simms, Yarmouth, N. S., by J. F. Masters; Sylvania (Br), Charles Liverpool, by Cunard S. S. Co.

Sailed.

Strs Sylvania (Br), Liverpool; Boston (Br), Yarmouth, N. S.; City of Memphis, Savannah; Lexington, Philadelphia; Ontario, Norfolk; Massachusetts, New York; Herman Winter, do; Sachem (Br), Liverpool; Trifels (Ger), New York.

Schrs Barbara, Jacksonville; Henry S. Little, Philadelphia.

Tugs Carlisle, Philadelphia, towing barges Oley (from Portsmouth, N. H.), Thomaston (from Scituate) and Robeson; Watpans, towing barge Coal Port (from Elizabethport), Salem; Seguin, towing Schrs Henry O. Barrett, Bath, and 29, Portsmouth, N. H., thence to Portland, for barge No. 10, stopping at Portsmouth, N. H., for No. 7, both for Baltimore.

Wireless Reports.

Str Graf Waldersee, Hamburg for New York, 1120 m e Sandy Hook 10 a m Monday; dock Thursday.

Str Adriatic, Southampton, etc, for New York, 1294 m e Ambrose Channel lightsight 1:33 p m Monday, and dock Thursday night.

Str Narvagansett, London for New York, 800 m e Ambrose Channel lightsight 6:55 a m Monday.

Str Alice, Trieste and Palermo for New York, 650 m e Ambrose Channel lightsight 5:10 p m Monday; due Wednesday.

NEW YORK ARRIVALS.

Strs Caledonia, Glasgow and Merville; City of Columbus, Savannah; Excelsior, Hamburg; Havana, Havana; Themistocles, Piraeus via Bermuda; Clement, Para; Matanzas, New Orleans; Verdi, Buenos Aires, Santos and Rio Janeiro; Marowine, Paramaribo and Port Spain; Zulia, Lagunayra, &c.

MARINE NOTES.

NEW YORK.—Six members of the polygot crew of the Italian bark *Filipo Denegri*, Buenos Aires to New York, arrived as passengers on the Quebec line steamship *Bermudian*. Sixteen other members of the crew are at Bermuda. The *Denegri* struck a Bermuda reef.

The trouble with the Clyde liner *Algonquin* was a broken tail shaft. This fact developed when the freighter was brought up the harbor Monday. The *Algonquin*, Boston to Galveston, got into difficulties off the North Carolina coast Friday. She will be repaired and be in shape for service in a few days. The *Apache* will sail at her usual time today for Jacksonville.

PROVIDENCE, R. I.—Capt. Hiram W. Hammett of this city and New Bedford, Mass., his crew and the New York three-masted schooner *Delia Carleton* are long overdue at Colon, Panama, for which port she sailed from Hoboken, N. J., more than two months ago.

NEW BEDFORD, Mass.—The total gross tonnage of vessels arriving at the port during 1909 was greater than during any previous year in the history of New Bedford. Statistics compiled by Capt. George S. Anthony, boarding officer at this port, show that the total tonnage for the year was 2,061,725, as compared to 1,917,737 gross tons in 1908.

BORDEAUX.—The French line steamer *California*, from New York Dec. 19 for this port, is aground in the river near here.

BOSTON.—Steamer *Massasoit*, Capt. T. P. Brown, arrived today from Prospect Harbor and Portland with her smokestack carried away, having encountered a heavy northwest gale Monday night.

BERMUDA.—Bark *Crown* (Nor.), Tusket Wedge, N. S., Dec. 11 for Bahia Blanca, has foundered at sea. All hands were picked up by the steamer *Kilsyth* (Br), Marbella for Philadelphia, and landed here.

LONDON.—Steamer *Stanhope* (Br), Philadelphia Dec. 16 for Liverpool, and Canadian (Br), Liverpool for Boston, have been in collision off Holyhead. The former received damage and has arrived at Liverpool.

MERGER OF PHONE RIVALS IS DENIED

COLUMBUS, O.—Denials from all parties concerned that there is any purpose to merge the Bell and independent telephone systems back of J. P. Morgan's purchase of the United States Telephone Company and the independent exchanges at Columbus, Cleveland, Toledo and Dayton have been received by Attorney-General Denman, who announced today that no action could be sustained by him at this time.

If telephone rates are increased later, he will make this the basis of a suit against the suspected combine. Morgan & Co. say in their letter that the plants have been purchased on their own account.

STRIKE MAY CLOSE MINES.

BUTTE, Mont.—President John D. Ryan of the Amalgamated Copper Company has given notice to the miners' union that he will allow it three days in which to raise the transportation embargo caused by the switchmen's strike. If at the end of that time the way is not opened for the resumption of shipments of ore to smelters a general shutdown of all the Amalgamated mines will be ordered.

Atlantic and Pacific Sailings

Steamship Movements at a Glance.

CALENDAR FOR TOMORROW.

STANDARD TIME. Sun rises.....7:14
Sun sets.....4:58
High tide.....6:36
Moon, new, Jan. 11.

Schedule for Transatlantic Sailings.

EASTBOUND.
Sailings from New York.
*Edric, for Mediterranean ports, Jan. 5
*Madonna, for Naples and Marseilles, Jan. 5
*Umbria, for Fishguard and Liverpool, Jan. 5
*Vaderland, for Antwerp, Jan. 5
*Kaiserin Augusta Victoria, for Hamburg, Jan. 5
*Roon, for Bremen, Jan. 6
*La Bretagne, for Havre, Jan. 6
*Caronia, for Mediterranean ports, Jan. 8
*Barbarossa, for Mediterranean ports, Jan. 8
*New York, for Southampton, Jan. 8
*Minnewaska, for London, Jan. 8
*Caledonia, for Glasgow, Jan. 8
*Pennsylvania, for Hamburg, Jan. 8
*Lusitania, for Liverpool, via Fishguard, Jan. 10
Sailings from Southampton.
*Friedrich Wilhelm, for New York, via Cherbourg, Jan. 5
*Kronprinz Wilhelm, for New York, via Cherbourg, Jan. 12
Sailings from Glasgow.
*Numidian, for Boston, Jan. 13
Sailings from Bremen.
*Koeln, for New York, Jan. 8
*Kronprinz Wilhelm, for New York, Jan. 11
Sailings from Antwerp.
*Lapland, for New York, Jan. 8
Sailings from Rotterdam.
*Noordam, for New York, Jan. 13
Sailings from Genoa.
*Berlin, for New York, Jan. 7
*Koenig Albert, for New York, Jan. 20
Sailings from Naples.
*Berlin, for New York, Jan. 6
*Koenig Albert, for New York, Jan. 21
Transatlantic Sailings.
WESTBOUND.
*U. S. Army transport Thomas, for Guam and Manila, via Mexico, Jan. 3
*Korea, for Japanese and Chinese ports, via Honolulu and Manila, Jan. 7
*Curacao, for Mexican ports, Jan. 7
*Pennsylvania, for South Pacific ports, via Honolulu and Manila, Jan. 10
*Central American and Mexican ports, via Honolulu and Manila, Jan. 10
*Hilsonian, for Honolulu, Jan. 11
*Katazu, for Samoa, Jan. 11
*Land and Australia, Jan. 14
*Nippon Maru, for Japanese and Chinese ports, via Honolulu and Manila, Jan. 14
*Acapulco, for South Pacific and Central Mexican ports, Jan. 15
*Alameda, for Honolulu, Jan. 19
*Siberia, for Chinese and Japanese ports, via Honolulu and Manila, Jan. 19
*San Juan, for South Pacific, Central American and Mexican ports, Jan. 23
Sailings from Vancouver.
*Empress of India, for China and Japan, Jan. 12
Sailings from Seattle.
*Kumerji, for China and Japan, Jan. 11
*Erna, for Mexican and Central American ports, Jan. 11
*Serak, for Hamburg, via Mexico, Central and South American ports, Jan. 6
*Shinano Maru, for China and Japan, Jan. 10
Sailings from Tacoma.
*Ning Chow, for China and Japan, via Manila, Jan. 25
*Tacoma Maru, for China and Japan, Jan. 25
*Carrying U. S. mail, Jan. 26

HEAVY TRAFFIC IN COAL IS REPORTED ON WESTERN ROADS

Increase in Grain and Miscellaneous Freight on Western Lines and No Serious Delay in Movement.

PASSENGER TRAFFIC

CHICAGO.—We are suffering from congestion in the coal traffic, which with grain has increased materially," said an official of the Illinois Central. "Our trouble in coal comes from the inability of connecting lines to take the coal as fast as we bring it here. We have had over 1000 loads held on our own lines. The other lines, however, are getting into better shape and with no serious interruptions they may be able to take the dead freight coming to them."

"On our own lines we are on about a normal basis. Corn is moving South in larger volume. Taking it all in all we are short a few hundred cars. Were we to have a week of moderate temperatures without any snow we could clean up nicely."

"Coal, grain and miscellaneous traffic has increased," said an official of the Burlington. "Calls for coal cars have increased, but there is no congestion because the bulk of the coal we handle is for industries on our own lines. There is some delay, but it is not serious, notwithstanding the reduction of about one third in our motive power because of low temperatures and because of a heavy snowfall over our system. Taking the month of December, it was about equal to last year, notwithstanding the strike in the Northwest, which prevented us from getting the usual amount of freight from our connections."

"The St. Paul road is handling as much freight as it ever did at this season, and possibly a little more," said an official of that road. "Coal business has increased more than any other and there is also a very heavy grain traffic, which with any improvement in the weather is expected to increase. In the West our business is fully up to expectations."

"An increase of 5 per cent is shown in our traffic over last year," said an official of the Atchafalpa. "This is a drop from the previous week and is due to our experiencing the worst weather we have ever had. It reduced the grain movement 8 to 10 per cent and increased the coal traffic 25 to 30 per cent. We are in good shape for cars and probably have less bad orders than any other road in the country. Winter wheat has a good snow covering. California fruits were not hurt by frosts. Passenger traffic has been unusually heavy."

"Business with us has been good and up to our full capacity and in some sections, above it," said an official of the Rock Island. "Coal, grain and merchandise has given us all we can handle."

"We are working up to our full capacity and taking care of our shippers as well as can be expected under the circumstances," said an official of the Chicago & Northwestern. "Our traffic movement is about equal to last year and coal exceeds it. We have suffered from delays and some increase in operating expense due to the cold weather."

EXTEND FRISCO TO SOUTHWEST PART OF TEXAS

Thought That Purpose in Separating Road From the Rock Island Was to Carry Out Important Plans.

SURVEYORS AT WORK

SAN ANTONIO, Texas.—It is now generally believed here that B. F. Yoakum separated the interests of the Rock Island from those of the Frisco for the purpose of extending the latter system throughout the southwest of this state. The Frisco already controls the Fort Worth & Rio Grande and the St. Louis, Brownsville & Mexico, while the San Antonio & Arkansas Pass may be said to have for some time been very amenable to its influence.

"Since these roads control the situation in south-to-north traffic to a very large extent as it is, the building of a new connecting line will give the Frisco system control of the situation. The announcement, therefore, that a branch of the Fort Worth & Rio Grande will connect with the San Antonio & Arkansas Pass at Comfort and thus run into San Antonio is taken to be a sure indication that the systems mentioned will be put in better touch with each other."

Surveyors are now working on an extension of the main line of the Fort Worth & Rio Grande from Brady, its present terminus, to Mercurio, from which latter point it will ultimately run to Junction, Rock Springs and Del Rio.

The St. Louis, Brownsville & Mexico will in the near future be extended from Brownsville to Tampico, Mex. With these improvements made the Marshall & East Texas road will be extended to Paris on the north and Newton on the south, forming the final link in the Frisco's short line between St. Louis and the Gulf of Mexico. An extension of the Frisco will also be built from Ardmore to Waurika and Lawton.

In view of the fact that Mr. Yoakum is interested in the road now building from this city in a southern direction, with Pleasanton as its present objective, it is safe to assume that this line will be a little later be pushed to the Rio Grande. While some of the projects mentioned here have been speculated on for a long time the present announcement carries with it the official statement that \$15,000,000 will be spent on the work to be done in Texas and for this reason may be regarded as strictly authoritative.

IDAHO TO HAVE A NEW RAILROAD

SPOKANE, Wash.—The Idaho & Western Railway Company, a subsidiary concern of the Chicago, Milwaukee & St. Paul Railroad Company, has been incorporated in Idaho with a capital stock of \$3,000,000 to build a branch from Plummer, Ida., to Spokane, 75 miles, by way of Coeur d'Alene, 34 miles east of here, its principal place of business.

This puts Spokane on the main line of another transcontinental system, also placing the Milwaukee on an equal competitive basis with the U. S. and Harriman lines for the enormous mineral and lumber tonnage of Shoshone and Kootenai counties in northern Idaho, where are located the famous Coeur d'Alene mines, also the largest stand of white pine timber left intact on this continent. The action of the Milwaukee in changing its route is believed to have been prompted by the Hill interests securing control of the Spokane & Inland Empire Electric railway system, headed by Jay P. Graves, which operated a line between Spokane and Coeur d'Alene. It is reported that the survey of the branch is practically completed.

SOUTHERN COTTON MEN STUDY PRICE

CHARLOTTE, N. C.—To meet the situation caused by the high price of raw cotton, more than 200 southern cotton yarn manufacturers and commission men through whom they deal met here today. That it will be found necessary to arrange a more uniform schedule of prices is the opinion expressed by many at the conference, which is regarded as the most important meeting of manufacturers held this year. It may be decided by the manufacturers to curtail more heavily or to close down temporarily.

MISTAKE CAUSED COLLISION.

General Manager Frank Barr of the Boston & Maine railroad finds that the collision between the freight train and the freight locomotive at Prison Point on Sunday morning was due to the mistake of a switchman, whose name was withheld. The finding was the result of a hearing.

WOMEN'S MEETING IN NEW YORK.

NEW YORK.—Arrangements have been made for a big "votes for women" meeting at Union Square hall on Wednesday evening. Samuel White, the sociologist, will speak. The proceeds will be given to the shirtwaist strikers and the suffrage cause.

PROJECT IS REVIVED OF SPANNING HUDSON AT UPPER NEW YORK

The Interstate Bridge Commission Will Appeal to the Legislature for an Increase of Authority.

NEW JERSEY APATHY

NEW YORK.—It is more than likely that the present year will see some definite steps taken toward the furtherance of the long discussed project of building a bridge over the Hudson river at New York city. The matter has engaged the attention of interstate bridge commissioners for more than 15 years. The New York state Hudson river interstate bridge commission voted a fund of \$25,000 early in 1909 to make borings and soundings at various sites, money to be expended providing the New Jersey Legislature voted an equal sum. As the New Jersey Legislature remained passive in the matter not a great deal was accomplished.

It is now the purpose of the New York commission to go ahead with its work, providing it can secure the authorization of the New York Legislature. It is understood that the Albany statesmen will be asked to grant the commission permission to go ahead with the preliminary work on the One Hundred Seventy-ninth street site.

The construction of a Hudson river bridge appears to many people to be the next logical step after the completion of the East river series of four, the Harlem river series of 11, and the two over the Spuyten Duyvil ship canal.

It only remains for the completion of the Hell Gate bridge—the bridge which is to form so important a link for the connection of New England railroad interests with those of the West and South, and which is to be a triumph of esthetic design and solid construction—and New York may be said to have overcome the obstacles to convenient transit to its environment.

Through spans of steel and iron, binding the municipal center with all its outlying parts, the city will have the most marvelous series of bridges in the world. The first bridge across the East river, the notable Brooklyn bridge, was completed in 1883 and long held the record of being the greatest bridge in the world, having a span only five feet short of 1000 feet, the length of the second, or Williamsburg bridge.

The Williamsburg structure has been called the most rigid long-span suspension bridge ever built. It has stiffening trusses about 40 feet deep, or nearly two and one half the depth of the stiffening trusses of the old Brooklyn bridge. It is also 33 feet wider than the Brooklyn bridge. It was completed in 1903. Its official designation is Bridge No. 2.

Bridge No. 3 is the Manhattan structure opened last week. A conflict of opinion over the design of this bridge, involving the question of the policy of using steel eyebars instead of wire cables, so delayed the construction that Bridge No. 4, the Queensboro bridge, was completed about six months before it. The eybar plan was eventually rejected, although many eminent engineers indorsed its use.

The bridge is distinctive, however, because of the unique construction of the cable erected on its steel towers. While the Brooklyn bridge has stone towers and the Williamsburg bridge massive steel towers, both have flat bases for their towers; that is, the steel towers are built with four legs, well braced together. In the Manhattan bridge, steel towers with only two legs braced together are used, so that looking sideways at the structure one gets the impression that the cables are supported by a single post, 322 feet high, on each side of the river.

The Queensboro bridge is notable for having the longest cantilever span in America—1182 feet over the west channel and 942 over the east channel. The total length is 3720 feet and the width is 88 feet. Like all the other East river bridges, it is double-decked, having a 36-foot roadway and four trolley tracks on the first level and two railroad tracks and two foot walks on the upper deck. Arrangements for a train service over the bridge, to connect with the Manhattan elevated lines, have never been completed, and its usefulness has therefore been much curtailed.

CLEARING HOUSE COMPARISONS.

Money between the banks quoted at 5 per cent. New York funds sold at 10 cents and 5 cents discount per \$1000 cash.

	1910.	1909.
Exchanges.....	\$40,065,261	\$33,811,967
Balances.....	2,257,009	1,468,112

United States sub-treasury shows a debit balance at the clearing house of \$67,922.

Thousands of Books

50 to 80% Discount. Clearance Sale. Elson's United States History, 7.50 net to \$4.75. W. R. CLARKE CO., 26 & 28 Tremont St.

Today's Produce Market

PRICES FIGURED ON A WHOLESALE BASIS.

Arrivals.

Steamer Kershaw from Norfolk brought 800 bags peanuts, 1000 boxes oranges, 60 barrels spinach.

Steamer City of Memphis from Savannah brought 184 boxes oranges, 20 boxes grape fruit, 26 crates vegetables.

Steamer Lexington, from Philadelphia, brought 20 barrels, 40 baskets sweet potatoes, 30 boxes macaroni.

Steamer Toronto sailed Sunday for Hull, Eng., with 187 barrels apples.

Steamer Romanic, due here about Jan. 10 from Mediterranean ports, has 4900 boxes lemons. Steamer Lazio, from Mediterranean ports via New York, with 6100 boxes lemons for Boston, will be due about Jan. 15.

Steamer Sachem sailing today for Liverpool took 590 barrels apples.

Steamer Numidian arrived at Glasgow today with 3383 barrels apples from Boston.

Boston Receipts.

Receipts for the day—Apples 2072 barrels, cranberries, 54 barrels, Florida oranges 2634 boxes, Jamaica oranges 46 boxes, California oranges 780 boxes, lemons 672 boxes, peanuts 800 bags, potatoes 16,127 bushels, sweet potatoes 111 barrels, onions 857 bushels, coconuts 20 bags, pineapples 49 crates, raisins 2234 boxes.

Fruit Sale.

By H. Harris & Co.—California navel \$1.40@2.20 box, Florida oranges \$1.45@2.30 box, Florida grape fruit \$1.15@2.75 box.

New York Fruit News.

Sale Monday.—Ten cars California oranges, 4 cars California lemons and 1 car Arizona navel. The market on California oranges was fully 10c to 15c lower, while lemons ruled strong; prices were a little easier, but fruit showed chill. Prices for oranges as follows: 96s \$1.30@2.20, 112s \$1.55@2.30, 126s \$1.60@2.30, 150s \$1.90@3.00, 176s \$1.90@2.90, 200s \$1.90@2.90, 216s \$1.90@2.55; California lemons 240s \$1.95@3.20, 270s \$2.65@4.55, 300s \$2.20@4.15, 360s \$3.25@3.70; Arizona navel \$1.65@3.00 for half boxes.

PROVISIONS

Chicago Market.

May wheat \$1.14, May pork \$21.95, May lard \$11.97. Hog receipts 25,000. Prices \$8.10@8.65. Cattle market weak to 10 lower. Receipts 9000. Hives \$4.15@7.85, cows and heifers \$2.10@5.50, Texas steers \$4@5, stockers and feeders \$3@5.25, western cattle \$4@6.20.

Today 2080 packages, last year 748 packages.

Boston Prices.

Flour—Mill shipments, spring patents, \$6@6.35, clears \$5@5.25, winter patents \$6.10@6.35, straights \$5.70@6.10, clears \$5.40@5.90, Kansas patents in June \$5.20@5.80, rye flour \$4.20@4.70, graham \$4.70@5.60.

Corn—Carlots, on spot, steamer yellow 72½c, No. 2 yellow 72c, to ship from the West, No. 2 yellow 73½@74c; No. 3, yellow 72½@73c, guaranteed cool and sweet yellow 72@72½c.

Oats—Carlots, on spot, No. 1 clipped white 54c, No. 2 52½c, No. 3 52c, rejected white 50½@51½c; to ship from the West, 36 to 38 pounds, 52@52½c, 38 to 40 pounds 52½@53c, 40 to 42 pounds 53½@54c, barley mixture 50½@51c.

Cornmeal and oatmeal—Bag cornmeal \$1.38@1.39; 100-pound bag granulated \$3.85@3.95; barrel, bolted \$3.75@3.85.

Coaching on Rim of Grand Canyon of Arizona

One of the many delights of a visit here is to take a coach ride through the Coconino pine forest on the rim of the canyon.

The luxurious
California Limited

Carries a Pullman for the Canyon.

Two to five days' time, \$6.50 railroad fare, a reasonable hotel bill at El Tovar (management of Fred Harvey) and a few dollars for rim and trail trips—that's all the extra expense.

Write me for illustrated booklet—"Titan of Chasms," "El Tovar," and "California Limited."

S. W. Manning, Gen. Agt., A. T. & S. F. Ry., 332 Washington Street, Boston, Mass.



Santa Fe
All the way

NEWS OF THE REALTY MARKET

It is said that several properties, with a total valuation of \$2,000,000, are under negotiation for a change in ownership. These include two parcels in Washington street, others in Summer, Winter and State streets, and two large ones in Commercial street. Wharf properties in East Boston and South Boston also are under agreement of sale, in one instance in the interest of a railroad company, it is stated.

The new year has started out well, an important transaction just made being that whereby the estate numbered 118 to 128 Lincoln street, running through to Ulica street, having a total assessed valuation of \$107,900, has been sold. The parcel consists of a six-story brick building and 4194 square feet of land, the latter valued by the assessors at \$62,900. E. Elmer Foye and others, executors, sell to Frank Hunt on private terms.

BACK BAY AND SOUTH END.

A Back Bay property just conveyed is that at Gainsboro street, near Huntington avenue, comprising a four-story brick house with 110 square feet of land, with a total rating of \$11,500. Of this amount, \$2900 is on the land. Annie L. Wilbur conveys to Jean L. Putnam.

Several changes in the South End have taken place. Joseph O. Hobbs et al. has sold to James E. F. Downes the property at 466 to 474 Harrison avenue. The buildings are frame structures, occupying 18,928 feet of land, taxed as a whole for \$21,900 with \$18,900 of this amount on the land.

The property at 26 to 30 Arnold street, corner of and numbered 652 to 658 Shawmut avenue, South End, has changed ownership, the title having been conveyed by Ida Magid to Rebecca Shapiro. There is a frame structure and 6540 feet

of land, the latter being taxed for \$10,300, and the whole assessed for \$17,800. Another valuable South End parcel that has been sold is at 692 to 692A Tremont street at the corner of Rutland street. Louise B. Bigelow takes the title from Henry F. Spencer, trustee. There is a three-story and basement well front brick building, assessed for \$14,900, of which \$4000 is on the 2125 feet of land. The property at 605 Shawmut avenue, between Lenox and Sawyer streets, South End, has been sold by George Caledonia to Massimiliano Carichi. The total assessment is \$4000, of which \$2400 is on the 1939 feet of land and the remainder on a three-story brick building.

The estate at 14 Lanconia street, near Harrison avenue, has been sold by Rose Rubinstein to Ida Magid. There is a three-story well front brick building and 1395 feet of land, taxed altogether at \$5500, of which \$2500 is on the land.

TRANSFER IN THE WEST END.

The final papers have gone to record whereby Samuel Rich takes title to the property at 62 Myrtle street. It was owned by Mary R. Wolcott et al, being rated at \$6800. There is a four-story brick house occupying 1428 square feet of land, the latter taxed for \$5000.

ROCKFURY CHANGES.

The three-story brick apartment house at 124 Tremont street, near Carmel street, has been sold by Charles H. Goodrich to William Gibbons. There are 2168 feet of land and the total rating is \$9500, \$25 being on the land.

Letty P. Russell has sold the estate at 46 Calumet street, near Pequot street, to William S. K. Kney. This sale involves a large frame house with stable,

occupying 4029 feet of land, all rated at \$7000, \$2000 being on the land.

SALE OF DORCHESTER LAND.

An important transaction in vacant land in Dorchester has just been placed on record at the Suffolk registry of deeds, whereby Alice M. Morse conveys to Thomas Connell, the latter transferring to Morris Goldfine. The land is located on both corners of Ashmont and Florida streets, and comprises about 49,000 square feet, having a total rating of \$10,500. It is the intention of Mr. Goldfine to erect several modern three-apartment houses.

FARMS CHANGE HANDS.

Joseph Balch, Exchange building, has sold for Miss Lennie W. Bartlett a portion of the so-called Battelle farm, Dover, containing about 40 acres, house, barn, etc., to Loren G. DuBois of Boston. The purchaser in the early spring intends to make radical changes in the buildings.

The Chapin farm agency reports the sale for J. L. Eldy of his fruit and poultry farm, corner of Highland avenue and Webster street, Needham. It comprises six acres of land, two-story dwelling of 12 rooms, with large ell, barn, stable, large poultry house and numerous outbuildings with fruit orchard. The purchasers were B. S. and E. B. Gould of Quincy, who have taken title, the price paid being private.

BUSINESS AT REGISTRY.

Following is a summary of the business transacted at the Suffolk registry of deeds for the week ending Jan. 1, 1910:

No. of transfers...	1909.	1908.	1907.
355	444	372	
No. of mortgages...	149	166	153
Value of mortgages...	\$1,600,042	1,305,293	737,380

Classified Advertisements

RATES—One insertion, 12 cents a line, three or more insertions, 10 cents a line. Telephone your advertisement to 4330 Back Bay, or, if preferred, a representative will call on you to discuss advertising. Advertisers may have answers sent care of New York Office, Suites 2092-2093, Metropolitan Bldg., 1 Madison Ave., or Chicago Office, 510 Orchestra Bldg., 168 Michigan Ave.

REAL ESTATE

WANTED—A competent man to bring land buyers to Liberty Co., Tex. Large profits can be made on these lands. Address B. F. CAMERON, Box 73, Liberty, Tex.

FOR SALE

FOR SALE, Niagara Co., N. Y., fine fruit farm, 325 acres; commodious house and tenant houses, etc. Further information, address R. 233, Monitor Office.

SLEIGHS FOR SALE

NEW BOOBIES & SLEIGHS. In various sizes; one very light Booby, suitable for one horse or pair; also a variety of second-hand Boobies and Sleighs at very low prices.

CHAUNCEY THOMAS & CO.

CHESTNUT ST.

RESTAURANTS

South Station Restaurant

ALWAYS ESSENTIAL to know a good place to eat; arriving or departing from the South Station, Boston, you will find quick service and pure food at the restaurant and lunch room; accommodations for 500 people; all modern conveniences. J. G. COOPER & CO., Proprietors.

TYPEWRITERS

TYPEWRITERS \$10 up, liberal terms; rentals \$150 up; all guaranteed; repairing. OFFICE APPLIANCE CO., 15 State st., Boston.

BABBITT METAL MANUFACTURERS

ROGERS BABBITT METALS. BEST FOR HARD SERVICE. Solder, Antimony, Bar and Pig Tin and Lead. ROGERS METAL WORKS, KANSAS CITY, MO.

MORTGAGES FOR SALE

BUY LAND NEAR DENVER

COMING UNDER IRRIGATION. Will double in value in a very short time. Your choice of three new districts. Easy terms. Sectional map and prospectus free.

The Farmers Mortgage & Loan Co.

R. A. MORRISON, Pres. 1715 California St., Denver, Colo.

LAWYERS

CHARLES G. BALDWIN, Attorney and Counselor at Law, 304-6 Piper Building, Baltimore.

ELIZABETH C. WOOD, Attorney and Counselor, 215 La Salle street, Chicago.

MACHINERY

SAFES AND MACHINERY

moved promptly by YOUNG, SMITH & HOPKINS, 571 Atlantic ave.

CONSULTING ENGINEERS

R. H. GRESHAM, Consulting Civil Engineer, 724 W. Poplar st., San Antonio, Texas. General engineering, consulting, reports on projects and property in Southwest, including Latin-American countries.

MUSICAL INSTRUMENTS

JOHN ASHDOWN, Piano and Organ Tuner, 175 PERRY ST., MALDEN, MASS.

THE CHRISTIAN SCIENCE MONITOR

Classified Advertising Columns bring returns. A telephone call to 4330 Back Bay will give you information as to terms.

WOMEN'S SPECIALTIES

Bright & Howes

(INCORPORATED) GOWNS LACES WRAPS GLOVES CURTAINS BLANKETS

CLEANSED

Modern Methods Under Sanitary Conditions

Highest Grade Work at Short Notice

The Brookline Cleansing House

The Best Glove Cleansing in New England.

Back Bay Office, 94 Huntington Ave., Tel. Back Bay 1281. Brookline Office, Coolidge Corner, Tel. Brookline 1306-3.

Allston Office and Works

Tel. Brighton 720. 84 Braintree St.

Bundles Called For and Delivered. Telephone, call or write for Price List.

OUR ANNUAL

Mark-Down Sale

of High Grade

BOOTS AND SHOES

is now going on. This means a great saving to you.

E. H. SMITH & CO.

280 BOYLSTON ST.

HOUSEHOLD NEEDS

M. A. CARDER, PLUMBING, steam and gas fitting, 53 Norway st., Boston; tel. 232-3 R. B.

ROOMS

EXCEPTIONALLY well furnished room, modern conveniences; excellent table; refined surroundings. 2033 Green st., Phila., Pa.

ATTRACTIVE rooms; 2nd floor; steam; modern; with board; reasonable; fine transportation. 4221 Ellis grove, Chicago.

31ST ST., 30 EAST, New York, near Madison ave.—Rooms single or en suite; meals optional. MRS. D. E. TUTTILL.

PARLOR or side room, furnished; continuous hot water; kitchen privileges if desired. Address #230, Monitor Office.

TO LET—At 68 St. Germain st., suite 3, steam heated, sunny, square room; up one flight.

FOREIGN STEAMSHIPS

CUNARD LINE

Fitted with Wireless and Submarine Signals. Boston, Queenstown, Liverpool, London, Paris.

LYONIA SAILS FEB. 8, 9:30 A. M.

New York, Liverpool and Flagstaff for London and Paris.

LYONIA, Jan. 11, 11:15 A. M. Jan. 15, 11:15 A. M. Jan. 19, 11:15 A. M. Jan. 23, 11:15 A. M. Jan. 27, 11:15 A. M. Jan. 31, 11:15 A. M.

SAXONIA, Feb. 5, 11:15 A. M. Feb. 12, 11:15 A. M. Feb. 19, 11:15 A. M. Feb. 26, 11:15 A. M. Mar. 5, 11:15 A. M. Mar. 12, 11:15 A. M.

WINTER CRUISES

Asore, Madeira, Gibraltar, Italy, Egypt, CARONIA, Jan. 11, 11:15 A. M. Jan. 15, 11:15 A. M. Jan. 19, 11:15 A. M. Jan. 23, 11:15 A. M. Jan. 27, 11:15 A. M. Jan. 31, 11:15 A. M.

THE CUNARD STEAMSHIP CO., LTD. Telephone Main 4253. 100 State Street

HELP WANTED

WANTED—Man with the knowledge of manufacturing lubricating cup grease, linseed oil soap, thread cutting compound, occupational opportunity. ALAN LUBRICATING CO., 21 Wabash ave., Chicago, Ill.

COOKS, second girls, nursery maids, housemaids, furniture and upholsterers, NORTH SHORE EMPLOYMENT BUREAU, 206 No. State st., Chicago.

WANTED—Ladies to canvass and demonstrate toilet goods (O. W. Brand). Sample free. SHARDON NOVELTY CO., 3 Park sq., Boston, Mass.

AGENTS WANTED

AGENTS, send 12c in stamps or coin for a new, up-to-date fast selling household article; sells on sight. SHARDON NOVELTY CO., 2 Park sq., Boston, Mass.

MANUFACTURERS' AGENTS

MEXICO

CORRESPONDENCE is solicited with American firms and interests who desire representation in any or all parts of the republic of Mexico. S. E. HOLLISTER, El Paso, Texas.

SITUATIONS WANTED

WANTED—Position as housekeeper, seamstress or cook by woman thoroughly experienced in all details of household affairs. Address E 279, Monitor Office.

SITUATIONS WANTED—NEW YORK

INTELLIGENT young colored woman desires position as attendant few hours daily; or willing to act as caretaker or janitress. JOSEPH, 6 West 50th st., New York.

THE CHRISTIAN SCIENCE MONITOR Classified Advertising Columns bring returns. A telephone call to 4330 Back Bay will give you information as to terms.

SALTED NUTS

DELICIOUS salted almonds (or mixed nuts) roasted in electric oven; the kind with the nice flavor \$1.00 pound postpaid. AMERICAN PEANUT CO., 250 Hudson st., New York City.

THE CHRISTIAN SCIENCE MONITOR Classified Advertising Columns bring returns. A telephone call to 4330 Back Bay will give you information as to terms.

HARVARD GEOLOGIST DISCUSSES LESSONS OF EARLIER HISTORY

Prof. William M. Davis of Harvard University gave the opening lecture of his course of eight on "The Greater Lessons of Geology" Monday evening under the auspices of the Lowell Institute in Huntington hall, Rogers building, at 8 o'clock. Professor Davis illustrated his lecture by stereoscopic views of the desert, highlands and canyon region of the West.

The first lecture dealt with geological time; the nature of the facts leading to the belief in the antiquity of our planet; the earth's age. Two views by which the age of the earth may be determined as looked upon by geologists were cited as the study of the earth's crust and its history, each of which, however, seems to be closely allied, or necessary to the other.

Professor Davis, in conclusion, summarized the chapters of events, and their relation to the following lectures, which are to be given on the following Thursdays and Mondays of each week, the list of which follows:

Jan. 6, "Geological Processes, Essential Identity of Inorganic Conditions and Activities in the Past and Present"; Jan. 10, "Life on the Earth, Its Remote Beginnings, Geological Evidence of Organic Evolution, Antiquity of Man"; Jan. 13, "Origin of the Earth, Condition and Processes of the Interior, Origin of Mountain Chains"; Jan. 17, "Subdivisions and More Important Events of Geological Time"; Jan. 20, "Geological Climates, Glacial Periods in Temperate Zones and Temperate Periods in Polar Regions"; Jan. 24, "Methods of Geological Investigation, the Nature of Geological Proof"; and Jan. 27, "Influence of Geology Upon Geography."

TOM L. JOHNSON HOLDS PETITIONS

CLEVELAND—Demand on ex-Mayor Tom L. Johnson and his followers was made Monday by Mayor Herman C. Baehr and the new city council for street railway referendum petitions which are in the hands of the ex-city officials.

These petitions, already filed with the council, are necessary for calling a special election on the approval of the ordinance terminating the traction war in Cleveland.

To Mayor Baehr's demand Mr. Johnson's secretary made refusal. The new city council, the custodian of the petitions, has made another request for the papers.

NEWTON MAYOR IS BANQUET GUEST

Mayor George Hutchinson of Newton who retires from office next week, was tendered a complimentary dinner by the afternoon of Newton for 1909 at the Brae-Burn Country Club Monday evening.

There were present besides the mayor 23 persons including the 21 aldermen, Col. Isaac F. Kingsbury, city clerk, and John C. Brimblecom, clerk of committees. Informal speaking followed the dinner.

FORESTRY MEN WILL MEET.

WASHINGTON—The annual meeting of the American Forestry Association will be held in this city Jan. 18 and 19.

BIG MASONIC DINNER GIVEN LAST EVENING BY ST. JOHN'S LODGE

The members of St. John's lodge of Masons provided a dinner and entertainment for their ladies at Masonic Temple last evening at which over 450 persons were present.

Following the dinner at 6:30 p. m. a charming program was presented in Ionic hall by the Harvard quartet by Mrs. W. B. Phillips, Charles S. Johnson and F. G. Rawson.

Among the distinguished officers present were Rt. Worshipful William H. Rider, D. G. M., Rt. Worshipful Edward N. West, D. D. G. M., of the first district, Rt. Worshipful Walter F. Medding, J. G. W., Rt. Worshipful Charles J. Ramsay, G. T., Rt. Worshipful Thomas W. Davis, R. G. S., Harry P. Ballard, G. Marshal, and George W. Chester, G. Tyler, Grand Master Flanders was unable to attend.

The executive committee in charge of entertaining the ladies and other guests consisted of Frederic J. Brand, W. M., John C. Hurl, S. W., and Walter L. Hendries, J. W.

The general reception committee: David T. Montague, Rt. Wor. Harvey N. Shepard, Martin A. Monroe, Theodore H. Emmons, William A. Carrie, Frank W. Thayer, Frederick T. Comee, Godfrey Morse and J. Arthur Jacobs, P. M., Frank A. Wheeler, Rev. Webster E. Powell, Rev. George A. Phinney, Rev. George W. Colson, David A. Ellis, Jesse E. Ames, Albert H. Curtis, Albion S. Whitmore, George L. Sleeper, William L. Terhune and Miguel Sereque.

The other reception committees were: Parlor floor, Frederick W. Bliss, P. M., Walter F. W. Taber, Frank E. Bacon, Edward F. Jacobs, Charles B. Wood, Charles H. W. E. Buck, George A. French, Oscar S. Staples, John D. Hager, Sidney A. Dudley, Frank E. Cook, Edward E. Croseup and Richard B. Stanley; Corinthian hall, James T. Vetherald, P. M., Frank M. Copeland, Thomas J. Emery, Winslow B. French, Silas H. Ayer, Herbert D. Boyd, William P. Creamer, Frank A. Dewick, Edwin M. Overholser, Jonathan A. Bascom, Nathan C. Harrison, Charles S. Stoddley, Fred M. Drisko and Isaac B. Spofford; Ionic hall, Edmund H. Talbot, P. M., Charles O. Kopley, Guy C. Willis, Lewis E. Tracy, Harold H. Clark, George F. R. Roberts, Henry S. Parsons, Frank E. Harlow, Charles J. Beatty, Walter L. Tougas, Chester C. Whitney, G. A. Beyle, Frederick T. Widmer, George P. Anderson, Thomas R. Curtis, Henry E. Woodworth and George L. Schirmer.

The banquet was under the direction of William S. Heath, P. M., Russell B. Miller and Robert E. Turner, assisted by Otto C. Scales, Albert D. Howlett, Walter E. Pendleton, Channing H. Cox, Carl Dreyfus, John C. Pendleton, Herbert Jackson, Howard A. Stone, William E. Perkins, Henry B. Sprague, Oliver C. Elliot and Leon F. Severy.

FIRST REGIMENT VETERANS ELECT

Captain Luke R. Landy was elected president of the First Regiment Veteran Association at its annual meeting Monday night in the American house.

Col. Albert S. Austin was chosen secretary and Harrison Whittemore, treasurer. The following were also elected a board of management:

Lieut. Joseph H. Dalton, Quartermaster, Sergt. H. H. Wright, George E. Tisdale, G. W. S. Conant, Sergt. Luke E. Jenkins, George S. Campbell, Frank T. Palmer, Samuel O. Bibbald, William J. Lohred, Samuel W. Burnett, George W. Campbell, Fred F. Marden and Thomas Neas.

WORLD-WIDE PEACE DESIRED BY NATIONS, SAY BIG DIPLOMATS

PHILADELPHIA—Evidences of a desire for world peace on the part of many of the nations of the world were gathered by the Washington correspondent of the North American of this city in the form of new year's interviews with representatives of foreign powers at the capital. Some of these sentiments were as follows:

Baron Mayor des Planches, Italian ambassador and dean of the diplomatic corps—"Prosperity and happiness—like peace, whether individual or national—are achieved by a determination on the part of ourselves to have them. Once upon a time men and women were taught war and strife even in their cradle days. Later this doctrine was followed by one half of the world, thus worrying the peaceful remainder. Now, instead, peace is in our hearts and we are determined to have it."

Baron Hengelmüller von Hengevar, Austrian-Hungarian ambassador—"Why should there be even the suspicion of trouble arising in the future? Man does not want it. Calamities have occurred, and the whole world was kin, spiritually and substantially, thus minimizing sorrow. By the realization that the people beyond the frontier or beyond the seas and mountains are our friends we cannot wish them harm. Time is too valuable and life too precious to waste by musing over what may happen. Let us rejoice in what we have and what we are going to have."

Joaquim Nabuco, Brazilian ambassador—"There is too much happiness, too great a spirit of comradeship, too earnest a desire to do good, to be good and maintain the good, that whatever bad there is, it will be assimilated and finally lost."

Baron Rosen, probably next Russian minister for foreign affairs—"Russia has advocated peace. The other nations have agreed with her. Peace, after hundreds of years of turmoil and wars, cannot be achieved in a day; but we are achieving it far more quickly than could have been hoped for. Because even peace must be perfect, or it will not last; hence the road to it must be traversed cautiously, safely and surely. But we know the way—all the world knows it."

James Bryce, British ambassador—"Every nation will strive for commercial supremacy, and this means that every one of its citizens will have to work toward this end—honest work that will make him happy and satisfied. The competition that will follow will be but an incentive toward progress. The era of prosperity before us will be more substantial than any in the past."

Count von Bernstorff, German ambassador—"We shall all advocate peace as we are willing to maintain our rights, and by we is intended the world. And right is always right until it is proven wrong. This can not be done unless the question is thoroughly gone into. So even a sharp discussion between two sides is no indication of trouble. Germany will do her share because every one else will. The Germans want peace as much as the Americans because they have no time except for work."

Baron Yasuya Uchida, Japanese ambassador—"The Japanese have learned as any other nationality the cost of turmoil. Now that we are in the midst of a cumulative national peace and advancement, which is reflected upon us by the

What Other Editors Are Saying

ENGLAND is in the midst of one of the most important election campaigns in the history of the nation and the press of Europe—especially of London and the colonies—is taking a lively interest in the issues at stake. Excerpts from leading newspapers are presented today as follows:

LONDON TIMES (Independent)—Those who condemn the government policy, whether upon the budget or upon the attempt to efface the House of Lords altogether and to set up an omnipotent majority in the House of Commons, are bound to throw all their influence upon the side of the Unionist party in the coming election.

LONDON DAILY CHRONICLE (Liberal)—Oligarchy has been substituted for democracy. Such is the coup d'état. The stroke will be short lived, and will bring its inevitable retribution.

LONDON MORNING ADVERTISER (Unionist)—Lord Curzon called on his fellow peers to make a stand in the interests of their self-respect and their duty. The Lords, with a few place-hunt, and timorous exceptions, have responded nobly. The budget has been referred to the people, and it is for the constituencies to pronounce its final doom.

LONDON DAILY GRAPHIC (Unionist)—The policy of the Liberal party is to destroy the power of the second chamber, not to improve its character.

LONDON PALL MALL GAZETTE (Unionist)—The peers have shown, above all, the elements of character for which Englishmen have just now the most acute and unsatisfied craving in their politics—the resolution to hold by their convictions, unswayed by the seductions of a transient popularity and unshattered by the threats of violence or the detractions of slander.

LONDON MORNING POST (Unionist)—In the coming electoral struggle the future of Great Britain as a great power is at stake. Against the party whose policy makes for dissension and disorder at home and for weakness and insecurity abroad stand the Unionists, whose full program of tariff reform is designed to form the basis for a comprehensive social, national and imperial reorganization.

rest of the world, we can not but be in union with every one else. In fact, Japan is as far from war as possible; all rumors to the contrary are but the result of injudicious imagination. We are happy, as a nation, because we are recognized by the powers that determine peace as a unit which will have peace."

Minister Chang Yin-Tang, who may soon be made ambassador—"China will keep peace with the rest of the world during the future."

Marquis des Villalobar, Spanish minister—"Spain has had her share of the world's best as well as of the bad during the past 2000 years. Now its people want to be party to the movement for which the next century is to be renowned—peace."

BRITISH CHARITY BALL PLANS LAID

The British charity ball will be held in the Somerset, Feb. 2. John F. Masters presided at a meeting held at the Hotel Somerset Monday night to complete arrangements for the ball, and reports were received from a number of the committees.

Among the organizations represented at the meeting were the Victorian Club, Canadian, Intercolonial and Canadian Clubs, British Naval and Military Veterans Association, Canadian Club of Harvard, Scots and British Charitable auxiliaries, Victoria League and Sons of St. George, uniform rank.

POSTAL SALARIES CHANGE IS URGED

WASHINGTON—Representative John W. Weeks, chairman of the committee on postoffice and post roads, agrees with Postmaster General Hitchcock that the salaries of supervisory employees of the postal service should be raised to a point above the salaries of letter carriers and ordinary clerks. It is said that in many cases the superintendents of important postal stations in the large cities receive no more compensation than the hundreds of clerks and carriers under them.

MAYOR INDUCTED IN NEW BEDFORD

NEW BEDFORD—Specific methods of improving conditions in this city, particularly by the construction of an industrial railroad, the adoption of a general sewerage plan, the widening of various streets and the organization of a systematic street cleaning arrangement, were advocated by Mayor Charles S. Ashley in the address which he delivered upon assuming office for his thirteenth term Monday.

HEAD OF GYPSIES PASSES AWAY.

Richard Stanley, king of the Stanley band of gypsies, passed away at his home in Roxbury late Monday. He was a native of Gloucester, Eng., led his tribe through Europe until about 20 years ago, when he brought it to the United States.

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THE HOME FORUM

A Page of Interest to All
the Family

Main Points of Chicago's Remaking

The main recommendations contained in the "plan of Chicago" are (1) the improvement of the lake front, (2) the creation of a system of well-designed highways outside the city, (3) the development of a complete traction system for both freight and passengers, (4) the acquisition of a system of outer parks and parkways, (5) new arrangements of streets and avenues within the city, in order to facilitate the movement of persons and goods in all directions by short lines, (6) the development of centers of intellectual life and of civic administration.—Charles W. Eliot in January Century.

Guests of the Nation

If you are from New Zealand, or if you are a foreigner, when you enter Australia you are offered by the grateful government half rates on the railways; or if you are an Australian or tourist visiting New Zealand, the government there makes you a monthly rate of about \$20 for the use of its railways. This is evidently the woman's idea of welcoming the guest of the nation. I know of no other land where such a custom prevails.—Exchange.

Betake thee to those sylvan haunts
Thou knewest when young and once
again a child,
Let their perennial loveliness renew
Thy natural faith and childhood's heart
serene,
Forgetting all the toilsome pilgrimage
Awake from strife and shame as from a
dream.—Stedman.

ST. GOTTHARD HOSPICE



FAMOUS INN IN ST. GOTTHARD PASS.

The St. Gotthard pass, it is recorded, was first traversed over 250 years before Columbus discovered America. Later, about the time when the colonists were still fighting the Indians, an enterprising mountaineer established the first inn

on the route. At present the hospice shelters some 10,000 needy travelers yearly, many of whom are Italian laborers going from and returning to their homes. Even as late as the eighteenth century the road was scarcely more than

a path, and four days were required to cross from Lucerne to Bellinzona, in what is now the Swiss canton of Ticino, the district of lakes and languor. Greenville, an English mineralogist, was the first to cross the Gotthard with a vehicle.

Emerson in Europe

A writer in Scribner's says of Emerson:

When he first saw the old masters, he was surprised at their simplicity, which approves his penetration—the philistine note simply never appears in Emerson—but it is plain that he deemed this end easily attained by them, and ascribable to the direct vision of genius. His maxim is that one does best what is easiest for him to do. He did not linger among the aforesaid old masters, moreover. Henry James records that on walking with him through the galleries of the Louvre and the Vatican, "his perception of the objects contained in those collections was of the most general order"—doubtless not an overstatement. Europe, indeed, said little to him in any way. Its chief interest for Americans is probably its monuments and museums. And for him these treasures were negligible as having served their purpose—a purpose in the nature of things, according to his philosophy, needing ceaseless renewal, continuous change. Anything static tends to impede the flux that was his ideal. Doubtless he took his world—the kingdom of his mind—with him on each of his two visits abroad, but one fancies him glad, to be at home again, where the concrete forced itself less on the attention. At Concord, certainly, so far as art is concerned, he could escape it altogether.

Bunyan's Pulpit on Exhibition

At the present time, when so much interest is being taken in the proposed Bunyan memorial window in Westminster Abbey, the library committee of the Sunday School Union think that many Sunday school teachers will welcome the opportunity of seeing so interesting a relic as the Bunyan pulpit, which for many years has been in the possession of the union. They have therefore decided to have the pulpit on exhibition in the library, at 30 Old Bailey.—Westminster Gazette.

Nansen's Home

Nansen, the great Arctic explorer, filled his house with Greenland trophies. Nansen's study was a huge room, carpeted with the skins of three white bears. His writing table was a curious affair—it looked exactly like a colossal kitchen table, being made of plain deal; but the legs were hewn out of solid tree trunks. No ordinary table could support the weight of the doctor's correspondence. For many months before he started on his polar expedition he received about 400 letters a day from persons in every quarter of the globe, volunteering their services.—Exchange.

Writing Under Difficulties

Harriet Beecher Stowe wrote as follows of her own life: I was married when I was 25 to a man rich in Greek and Hebrew, Latin, and Arabic, and alas, rich in nothing else. When I went to house-keeping my entire stock of china for parlor and kitchen was bought for eleven dollars. That lasted very well for two years till my brother was married and brought his bride to visit me. I then found on review that I had neither plates nor tea-cups to set a table; therefore I thought it best to reinforce the establishment.

With the first money earned I bought a feather bed. After this I thought that I had found the philosopher's stone. When a new carpet or mattress was going to be needed or when at the close of the year it was evident that my family accounts, like poor Dora's, "wouldn't add up," then I used to say to my faithful friend and factotum Anna, "Now if you will keep the babies and attend to the house for one day I'll write a piece and then we shall be out of the scrape." So I became an author—a very modest one, I assure you, and remonstrating seriously with the friends who thought it best to put my name to the pieces by way of getting up a reputation.

What Secret Hath the Heart

What secret hath the heart that it doth sing
Amidst its woes, like thrush on dark-
ling morn,
Sitting beneath wet branches, quite
forlorn
In looks, yet pouring forth clear whis-
tling
As if the sun shone bright? What
whispering
Hath it of other worlds? Where was it
born,
That tho' the unhappy earth doth seem
its bourn,
It hath delight of sweet imagining,
And to the tasks of earth a joy imparts.

And in the midst of sullen circumstance,
Doth hold sustenance of more favoring
chance.

Surely it must be some immortal thing,
To thus, against all nature, heavenly
sing. —Jane Dransfield Stone.

An Every Night Occurrence

Prof. Percival Lowell, whose name is being prominently mentioned in connection with the planet Mars, is a man of ready humor, says the Kansas City Star. At a dinner recently he told his house-keeper, "Janet," he said to her one day, "the very next planet I discover I will make you a present of \$5." "You are very kind, sir," she replied, "and I am sure I hope you will soon discover one." Several months went by and no planets were discovered. "The fact of the matter is, ma'am," confided the housekeeper at last to Mrs. Lowell, "I do think the professor goes out at night and discovers planets on the sly."

The soul gives itself alone, original and pure to the Lonely, Original and Pure, who on that condition gladly inhabits, leads and speaks through it. Then it is glad, young and nimble. It is not wise, but it sees through all things.—Emerson.

What Is the Real Man?

Mrs. Eddy says, on page 408 of the Christian Science text-book, "Substance is that which is eternal and incapable of discord and decay." According to Christian Science, therefore, only that "which is incapable of discord and decay" is substantial or real in the sense of being eternal or enduring. Matter, being capable of both discord and decay is not eternal, although some argue that in changed or changing forms it is so. Matter examined in the light of Christian Science is not substantial, for it is not the manifestation of that Mind which is substance. For this reason the matter-man or the physical man is seen not to be the real man of God's creating. If this be true, the question naturally arises, "What is the real man?" Christian Science answers that the reality of man is his mental or spiritual identity. These terms do not refer to a finite mind which is identical with the human brain, nor to a soul that is supposed to reside in a material body, but to the individual reflection of the divine Mind or Spirit which creates all. Having in thought this real, spiritual, immortal man, Mrs. Eddy says, on page 393 of Science and Health, "Man is never sick; for Mind is not sick and matter cannot be."

The ability to distinguish between the real and the unreal, to discriminate between that which is true about man and that which seems according to sense testimony to be true, about him, is one of the most necessary qualifications for successful metaphysical practice. Exercised in an intelligent, wise, loving and therefore Christian manner, this God-given faculty of making the mental separation between that which is true and that which is false in regard to man is freeing multitudes from bondage to mental, moral and physical disease. To quote Mrs. Eddy again, "A false belief is both the tempter and the tempted, the sin and the sinner, the disease and its cause" (Science and Health, page 393). The false belief to which Mrs. Eddy refers as the "disease and its cause" is not only the belief of an individual, but the general belief of mankind that disease will obtain under certain conditions, possibly in spite of the individual's belief concerning it. Therefore when Christian Scientists say that all disease has a mental origin they do not always mean that it originates in the thought of the sufferer, but that it affects the individual because of the general or universal belief of the human or mortal mind, unless his understanding of the truth of being is sufficient to resist or overcome it.

Christ Jesus, whom Christian Scientists regard as the greatest metaphysical healer of disease as well as the master

Christian, said, "That which is born of the flesh is flesh; and that which is born of the Spirit is spirit." While Jesus understood the claim for recognition made by "that which is born of the flesh," it is evident that he did not admit the validity of this claim, for he said, "It is the Spirit that quickeneth; the flesh profiteth nothing." It is obvious that the Master regarded the spiritual as the real. It logically follows from the Christian or Christianly scientific point of view that matter with its diseased conditions is not "born of the Spirit," is not the outcome of the Mind which is Spirit, and therefore is without legitimate cause or real existence. Its supposed existence is due to a false or mistaken sense of substance and its nature is entirely spurious or fraudulent.

A knowledge of this fact in Christian Science has brought to many a considerable degree of freedom from the belief that matter and its diseased conditions are natural and therefore inevitable. Nothing is really natural but good and nothing is really inevitable but the triumph of good. "For this corruptible must put on incorruption and this mortal must put on immortality. So when this corruptible shall have put on incorruption then shall be brought to pass the saying that is written, death is swallowed up in victory." According to Christian Science, this putting on of immortality is not necessarily deferred until after passing through the experience called death, but may begin now and must continue until the perfect recognition of the immortality and supremacy of Life displaces all beliefs in the existence of something which is the opposite of Life. Christian Scientists do not, however, ignore the present seeming while looking toward absolute being. They are most grateful for the improved physical health and more harmonious surroundings which even a limited understanding of Christian Science has given them, but they realize that ultimate perfection will never be reached unless a beginning is made, and they believe that the time to begin is now.

I need not leave the jostling world,
Or wait till daily tasks are o'er,
To fold my hands in secret prayer
Within the close-shut closet door.
When I have banished wayward
thoughts,
Of sinful works the fruitful seed,
When folly ceases my ear no more,
The closet door is shut indeed.
—H. McE. Kimball.

TIME OF THE HOTEL RAMBOUILLET

[See Faguet's Literary History of France.]

As has been seen, most of the famous folk of the time flocked to the Hotel Rambouillet—philosophers and churchmen as well as poets and fashionable folk. Descartes was one of the circle. He belonged to a noble family and his town today calls itself proudly La Haye Descartes. He is considered the father of the modern philosophic school. Pascal got his bent toward physics from the study of Descartes, and was geometrician, moralist, philosopher, orator as well as poet in prose. Malebranche was a pupil of Descartes. "No one has written against imagination with more imagination," says Voltaire. "He

is a Descartes who has lost his way because he has wings," said Cousin.

The drama comes to its own about 1630, with Cyrano de Bergerac, L'Hermite, Rotrou, and, greatest of all, Corneille. Corneille stands as one of the first tragic dramatists of all time. His work has three distinct periods, first the romantic comedies, then the great tragedies wherein an idea of human greatness became the source of tragic greatness, and wherein he showed that greatness is not in surrendering to great passions but in overcoming them. Herein is the nobility of his work, and as Faguet says, it "persuades us that we are able to escape the baseness, even the mediocrity of our nature." The Cid, Horace, Cinna, Polyeucte, Sertorius, are examples of this period, while in the third we find in Sophonisbe, Pulcherie, etc., dramas exploiting "abstractions of superhuman cleverness."

Novels in 10 or 12 volumes mark this period in prose. Gomberville and La Calprenede are chief names, followed by Mlle. de Scudery, who under the names of her personages recorded much interesting historical material concerning the men and women of her time. La Rochefoucauld was the originator of studies in morals. His work gives us keen analyses of human traits, expressed in precise and weighty sayings.

Madame de Sevigne was the joy and the sunshine of the distinguished and refined society of the Rambouillet salon. She was the friend and admirer and student of nearly all the great thinkers and authors of this remarkable period and united in herself much of the best of them all. She possessed a lofty spirit and a quick intelligence. Generous and good, frank and original, she had the easiest and most picturesque style of the writers since Montaigne. Her letters are criticized for the outpouring of affection to her daughter, Mme. de Grignan, but we are reminded that if these grow monotonous, they were written to be read

one a week. In these celebrated letters are described all the people and events of the seventeenth century, and Faguet sees in them the most interesting documents in the world from the point of view of political history, of manners, fashion, taste, literary annals. Here is high praise of a Frenchman for a countrywoman, but France is the land where the intelligence and ability of woman has stood high and been recognized generously—even though Napoleon could not abide Mme. de Staël.

St. Evremont comes in here, the Voltairian of his day. He lived in London after his exile and wrote history and criticism, etc. Bossuet was tutor to the dauphin of France, son of Louis XIV, and during this period wrote his "Histoire Universelle," the first real philosophy of history.

Boileau, the satirical, believed in nature and the observation of nature. He was a realist, but not in the sense of loving the base. He loved truth and clearness and consciousness. He mistrusted the imagination, for his poetry was a well arranged, precise and clever discourse, based on careful observation. He opposed the "precieux" of the Rambouillet circle with their studied works of the imagination.

Moliere stands as the first great writer of comedies and almost the only comedian of France, so great is his fame. His comedies of manners include such plays as the "Precieuses Ridicules," and "Femmes Savantes" (Learned Women). The comedies of character, in which some one central figure has the stage and a family or circle of persons are grouped around him, include "The Misanthrope," "Tartuffe" and "Le Malad Imaginaire." "Les Fourberies de Scapin" and "Medecin Malgre Lui" are examples of his lighter touch, though he is everywhere incomparable for the sprightliness and movement of his plays. He is like Corneille in that he constantly adopted new forms and attained perfection in all. He was

Chinese as Poultry Raisers

In view of the fact that the price of eggs has enormously increased in America and that a beginning has been made to draw on China for a supply the question of oriental poultry is one of general interest. Perhaps there is no country in the world where there are so many domestic fowls as in China, and yet there are no poultry farms where chickens are reared in quantities, says United States Vice-Consul Dorsey of Shanghai. "Almost every family in the towns and villages, as well as in the

country, keeps a few hens. Many of the birds are of medium size, laying small eggs, but some breeds, such as the Hula fowls and the Langshans, are large and their eggs are almost if not quite as large as those of the Brahmas and Plymouth Rocks. It is not uncommon to find hens in the markets weighing as much as eight pounds each.

"Chickens are hatched in crude incubators. When the chicks are a few days old they are carried around in baskets and sold for about twice the market price of eggs. When large enough to forage for themselves they are allowed to roam over the fields to pick up what feed they can find. At night they are fed a little paddy or cooked rice left from the meals.

"Hens' eggs are produced and sold in large quantities at certain seasons. Many are exported annually to Japan. They are usually so cheap that few of the Chinese are so poor as to be deprived of having some on their tables on special occasions. A few years ago the price throughout the year at the open ports on the Yangtze river averaged 4 to 5 'cash' each, or 4 cents Mexican currency (equal at that time to 2 cents United States money) a dozen. With the abolition of the old copper 'cash' and the substitution of '10 cash pieces' (or cents) for the same, the price of everything has advanced. Eggs are now sold at 13 to 16 cents Mexican currency a dozen, equivalent at the present rate of exchange to 3 to 6 2/3 cents United States money. The flavor of Chinese eggs does not differ materially from that of the eggs in the United States."

Bicycles Without Forks

A new bicycle is built without forks. Instead there is a single stay or arm to keep each wheel in position, arranged on alternate sides. They give a somewhat insecure appearance to the machine, but are claimed to have sufficient strength for the purpose.

The idea is to make possible the removal of the tires without taking the wheels from the frame, should they burst or become punctured during a race or a long ride. Slipping new tires in place takes but a few seconds.—Popular Mechanics.

Or Abridged It

Kate Field once when driving in Rome with the sculptor, Harriet Hosmer, remarked, "How angry the Tiber looks!" "Yes," replied Miss Hosmer, "perhaps some one has crossed it."

THE ENEMY

"The eternal God is thy refuge and underneath are the everlasting arms; and he shall thrust out the enemy from before thee; and shall say destroy them."

In the first part of this verse we are assured of God's loving protection, of the unchanging, unending character of the protecting Love surrounding us. What then is it that keeps us from the continuous realization of this divine presence? The second part of the verse tells us. It is the enemy or adversary and opposer of truth which argues for the reality and importance of materiality with its insistent pains, pleasures and restless strivings. It is no personality with whom we have to deal, this enemy of ours, but every evil we may allow to abide in our consciousness, and separate us from God. The evil about us cannot harm us unless it finds some response in our own thought. Outward circumstances may seem annoying beyond the limit of human endurance, but there is no limit to the divine strength, and Christian Science teaches us how we may always avail ourselves of this everpresent help. We have the promise that "God's grace is sufficient for us," and whenever the weakest or most sinful

of mortals turns to God and seeks divine aid, the enemy is thrust out and its destruction commences; mortality is beginning to be put off that the immortal of God's creating may appear; the prodigal has started on his journey toward the Father's home.

The enemy may come to us in the guise of pain, of temptation, of indifference, of discontent or discouragement, or in some more subtle form even as an angel of light, but whatever the garb it may choose it is the same impersonal evil which would use every deception in its attempt to separate us from the love of God. This fact need not terrify us, however, for we have the strengthening encouragement of those who have fought the good fight before us and proved St. Paul's words, that "in all these things we are more than conquerors" and not anything "shall be able to separate us from the love of God."

Our work, then, is to be continually guarding our thought against the foe, turning constantly to divine Love for protection, knowing that "of ourselves we can do nothing," but that in God we "have righteousness and strength."

Children's Department

Schoolboys.

"You're a new boy, aren't you?" "Yes," replied Roger. "Well, then you're mine. Don't let anybody else get you; you belong to me."

These are the mysterious words with which the American boy arriving at an English school was greeted by a tall fellow a few years his senior, as related in a story in the American Boy for January. The American Roger is much perplexed and his English companion is even more perplexed to see that Roger does not understand. Then it comes out that at these schools the younger boys act as fag for the elders, in return for which the elder helps the younger with his lessons and looks out for him in various ways. Roger is told that his duties are to cook breakfast for his "man," look after his boat, run errands, etc. At first he thinks this is being very much at his service, but soon falls into the way of life and much enjoys belonging to somebody big and strong who can look out for him.

Roger also finds that the English boys play a form of football called Rugby.

with 15 men on a side instead of 11. An exciting game is played where the two quarter-backs by playing a fine "passing" game tie a doubtful score. Roger is one of them, having been put on the home team much to his delight and the surprise of everybody over the Yankee's skill. The play is pronounced by the master "unselfish," because neither boy tried to get away with the ball himself, caring nothing for his own glory so long as he could fit into the plan of the whole.

TODAY'S PUZZLE

My first is a fop, a dude.
My second is a wild beast.
My whole is a spring flower.
My first is made from milk.
My second is used at the breakfast table.
My whole is a spring flower.
My first is used to fry oysters in.
My second is what we use our eyes for.
The whole is a spring flower.
My first is a number.
My second is a part of the face.
The whole is a spring flower.

ANSWER TO YESTERDAY'S PICTURE PUZZLE.
Porcupine.

Science and Health

With Key
to the
Scriptures

The text book
of Christian
Science

Mary Baker
Eddy

A complete
list of Mrs.
Eddy's Works
on Christian
Science with
descriptions
and prices
will be sent
upon applica-
tion

ADDRESS

Allison V. Stewart

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Falmouth and St. Paul Sts.
Boston, Mass.

The Christian Science Monitor

Published daily, except Sunday, by

The Christian Science Publishing Society

Falmouth and St. Paul Streets,
Boston, Mass., U. S. A.

Publishers of "The Christian Science Journal," "Christian Science Sentinel," "Der Herold der Christian Science," and other publications pertaining to Christian Science.

ARCHIBALD McLELLAN, Editor-in-Chief.
ALEXANDER DODDS, Managing Editor.

All communications pertaining to the conduct of this paper and articles for publication must be addressed to the Managing Editor.

Entered as Second Class at the Postoffice at Boston, Mass., U. S. A.

TERMS
Single copies, 2 cents. By carrier in the Greater Boston newspaper district, 12 cents the week.

SUBSCRIPTIONS BY MAIL
PREPAID

In the United States, Canada and Mexico:
Daily, one year, \$5.00.
Daily, six months, 3.00.

In all other countries additional postage at the rate of \$3.00 yearly is required.

All checks, money orders, etc., should be made payable to The Christian Science Publishing Society, Boston, Mass., U. S. A.

The Christian Science Monitor will be found on sale at all newsstands in New England, and in Christian Science Reading Rooms throughout the world.

Rates for advertising will be furnished upon application to the business department.

The publishers reserve the right to reject any advertisement.

Long Distance Tel.-Back Bay 4330
Eight Trunk Lines.

Eastern Advertising Office, Suites 2092 and 2093, Metropolitan Building, 1 Madison Ave., New York City.

Western Advertising Office, Suite 510, Orchestra Building, 168 Michigan Ave., Chicago.

European Advertising Bureau, Suites 23 and 24, Clun House, Surrey St., Strand, London.

THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear, then the full grain in the ear."

EDITORIAL

Boston, Mass., Tuesday, January 4, 1910.

The Publishers and the Subsidy

It is evident that the newspapers and the magazines will not soon recover entirely from President Taft's reference in his message to the "subsidy" paid the publishers by the government in carrying second-class matter at a loss. Some of the publishers are as much wrought up over the use of the term "subsidy" as are the advocates of government aid for the rehabilitation of the merchant marine. In neither case is there any particular cause for perturbation. What President Taft proposes as a means of aiding our merchant marine to get upon its feet is a subvention, but he took pains to employ the simpler word, as he did not care, perhaps, to have it appear that he was trying to conceal anything; and since he called it subsidy the leaders in the merchant marine movement have been very much exercised indeed.

Now, the publishers are more or less put out because many of them who have been uncompromisingly opposed to subsidies for our shipping find that, in a way, they stand accused of accepting a subsidy themselves. There is no occasion for trying to draw fine distinctions here. It is admitted by the newspapers and the magazines—and it is particularly true of the magazines, even of those that have been most strenuous in opposition to the "special interests"—that they could not do business as they are doing it at present if they were compelled to pay regular or commercial postage. The fact that they are given a special rate, and one that results in loss to the government, and one that is largely, if not mainly, responsible for the enormous deficit in the postoffice department, might well stamp them as a "special interest" were it not for one thing. In discussing this matter it would be far better for the publishers to leave the hair-splitting and get down to the reason for the "special privilege" that they enjoy.

This reason is one that will appeal to the average citizen—to all citizens of intelligence—and because of its simplicity it will be quickly understood. Briefly, a second-class, or nominal, or losing, rate of postage is made for newspaper and periodical publishers, not primarily for the benefit of the publishers, but because it has been demonstrated to be in the interest of the people; and, therefore, good public policy.

OKLAHOMA appears to be showing a disposition to become the educational center of the great Southwest. She is already planning to build a concrete stadium after the style of the famous Harvard structure. Having secured that, perhaps the Oklahomans naturally infer that a university and other educational appointments must logically follow.

THE tone of the message that Congress will receive from the President Thursday will go far toward determining not only the attitude of the "progressive" element in that body in its future relation to the administration, but also that of a very large element throughout the country that is disposed to assume that conservatism in dealing with industrial, commercial and financial affairs means a policy of complaisance and compliance with the so-called "special interests." It is not at all likely that the President will be deterred by fear of losing popularity from departing somewhat from the method of his predecessor in dealing with the corporations and the trusts. But he will no doubt see the wisdom of adhering as closely as possible to that method if for no other reason than to weaken, if not to disarm, those who are looking for the earliest opportunity of discrediting him as a reformer. Already signs are not wanting of a disposition on the part of some of the "progressives" or "insurgents" to favor the chief magistrate with much the same kind of attention they have for some time been bestowing upon Speaker Cannon and Senator Aldrich. The President sees this, of course, and is on his guard.

Nevertheless, neither in his recommendations with reference to the interstate commerce law, nor in those with relation to the Sherman act amendments, is there any reason to believe that he will depart materially from the program that he outlined on his recent tour. The thing likely to be noticeable will be the greater care with which he puts forward views that will be not altogether in agreement with those held in extremist circles. If there were no other reason for holding some of his well-known opinions in reserve, his experience in the Ballinger matter would have taught him caution.

SINCE the new committee on public expenditures at Washington expresses the belief that it is going to be able to save \$100,000,000 of the public money, why not appoint several such committees and save much more?

Standards of Success

A GREAT DEAL has been said at home and abroad lately with regard to the standards of success that are popularly recognized in the United States. Here and there, but none too often, American estimates and ideals have been defended, but as a rule writers who should know better have permitted themselves to fall into a vein pleasing to the unthinking and the vulgar but unjust to the country and to its average citizenship. The old slander that money counts for everything and before everything with us has been repeated more frequently than usual, with the accompanying libel that success is measured here by the possession of wealth, no matter how obtained. Now, the truth is, if ever there was a time in the history of the nation when wealth did not count in the judgment of our people that time is now.

How utterly valueless is money per se has been demonstrated with tragic force on more than one recent occasion. The public mind at this very moment cannot refrain from dwelling on a case in which the power of wealth, individual and collective, was vainly pitted against the moral and legal forces of our society. Critics of our institutions may question their efficiency and even their permanency, but the fact remains that there is not another nation on earth whose courts would have resisted with greater firmness and

dignity the powerful influences that undertook to thwart justice in this instance.

The American standards of success in recent years have been raised, not lowered. It would not be becoming in us to measure them against the standards prevailing elsewhere. It suffices that, to the man who pursues gain regardless of means, in the belief that possession of money is all that is necessary to bring him place and position, these standards are such as to give pause. He is so much mistaken that his case calls for pity.

THE Republican members of the Ohio Legislature will be on their good behavior at the coming session, since they are hoping to make a record that will help their party in its effort to wrest the governorship from the Democrats in the election next fall. And by the same token the Democrats will do their best so as to deserve being retained in office. That a strong minority party is conducive to good government is a well established theory and as a rule it is only when a party becomes cocksure of succeeding itself that it permits the evils of machine politics to get a footing within its own organization.

Regulation of Mining

THE proposal embodied in the bill of Chairman Huff, reported from the committee on mines and mining in our national House of Representatives, to establish a bureau of mines in the department of the interior, has aroused considerable interest, particularly in those states where the mining interests are active and important. Whether this bill, if it becomes a law, will solve the great questions involved in government regulation of mining remains to be seen, but as the Huff bill has been offered as a substitute for at least eight separate bills dealing with the subject, it is fair to assume that it is a reasonably satisfactory digest of all the good material contained in these bills.

There seems to be little doubt that our government is on the eve of a mining era that will far exceed in importance any previous period. The development of mines, not only in our western states but in Alaska, promises to be pushed vigorously in the next decade; and that regulation of this important branch of national development is needed few will deny.

To organize a bureau of mines that will be under the head of a commissioner whose duties in relation to this important industry will be well defined seems to be the simplest solution to the problem. Furthermore, anything that can be done to increase the safety of miners and to eliminate as far as possible the causes that lead to disaster will be most acceptable to the country at large. The fact that the business of mining is usually under the care and direction of skilled engineers does not lessen the responsibility of the nation, and, assuming that the large capital invested in this form of industry is controlled by intelligent investors, there is all the more reason why the subject of regulation should be satisfactorily settled at this time.

THE Harvard Club of Boston is trying to devise a more equitable plan of distributing tickets for the Harvard-Yale football games, so that the graduates will be better satisfied with the seats allotted to them. Of course, no one cares to view the game from the remotest corners of the immense Stadium, but the size of the crowds attending the game has grown so large of late years that, naturally, many must go away back to find seats. No doubt many of the less fortunate seat holders feel disposed to add a supplementary couplet to Campbell's lines:

"Tis distance lends enchantment to the view,
And robes the mountain in its azure hue."
But too much distance at a football game
Impairs the view and makes the whole show tame.

ANXIETY is expressed in certain quarters lest the insurgents in Congress may undertake to obstruct business. Still greater anxiety is expressed in other quarters lest they may tamely submit to existing conditions, and, for the sake of harmony, or party discipline, surrender all they have heretofore achieved. Some of the insurgents, notably two western senators, have made it clear that there will be no surrender on their part, but the issue at present is in the House rather than in the Senate, and the situation at that body has within the last few weeks assumed an aspect that is partizan rather than factional.

That is, whereas the question a few weeks ago was what should be done by the Republican majority in the next House, with regard to the speakership and the rules, the question now is, whether the next House will have a Republican majority.

Mr. Gardner of Massachusetts and other moderate opponents of "Cannonism" and the Cannon rules are advising their associates in revolt to proceed with caution. There is every reason for thinking that the fight for control of the next House will be one of the most hotly contested in recent years, and there is fully as much reason for thinking that the result will not show a very large margin for the Republicans, if it shows any at all. The moderates, taking this view of the matter, are counseling concession and forbearance on all sides, and with fair prospects of success.

Epitomized, the Republican position at present, and the position that is likely to be accepted equally by insurgents and regulars, is: "Let us not quarrel over the organization of the next House until we are certain that the next House will be ours."

THIS is a skeptical world, and it is just barely possible that there are people in the city of New York who receive with a grain of distrust their new mayor's declaration: "No political interference or influence whatever shall hereafter be suffered in any department of the government of the city of New York." Although they may think this statement sounds "too good to be true," they ought not to discredit their new city administration until after it has discredited itself. No other policy can be called a "square deal."

PERHAPS Mr. Bradley had better let well enough alone. If he should sail away up into the Arctic ocean looking for the "Bradley Land" which Dr. Cook has put on the map he may spoil a pleasant illusion. Do not pull a rose to pieces to see how it is constructed, for by the time you have found out you have no rose left.

WALTER D. MOODY of the Chicago Commercial Association says that his city will be the metropolis of the world in 1950. That does not sound exactly like Chicago.

The Insurgents and Work in Congress

Improving the Loire Waterway

THERE is an interesting project of improving navigation on the River Loire that will eventually bring the Atlantic in direct communication not only with central France but even with Switzerland. The estuary of the river will thus become a great gateway to central Europe and Nantes may rise to preeminence in the trade between Europe and America, since freight from the interior of the continent, once the waterway is open, will go by way of Nantes at a cheaper rate than by either the North sea or the Mediterranean ports.

The Loire, it should be remembered, is the longest river of France, traversing twelve "departments" and some of the very richest regions in the country. At present, modern vessels cannot ascend it beyond St. Nazaire, a distance of barely thirty-seven miles, but thanks to the construction of a canal between the two points, the annual traffic of the port of Nantes has increased 250,000 tons, to 1,500,000, since 1893. The opening of the canal has brought about the establishment of some 350 factories about Nantes, employing fully 40,000 workmen. The fact that this canal soon proved quite inadequate for the freight requirements prompted the formation of an association for the improvement of the Loire waterway, thanks to which the stretch from Nantes to Angers (some fifty miles) will shortly be open to navigation, while the section between Angers and Orleans is under consideration. Eventually the way will be entirely cleared so that with a perfected canal system Switzerland can be reached by steamer from the Atlantic.

Some of the most interesting old towns in the whole of Europe are situated on the Loire. They derived their ancient prosperity from the fact that until comparatively recent times the river was navigable far inland. It was only during the last century that the bed was obstructed by deposits of sand due to floods, to which the river basin had become gradually exposed through the destruction of forests in the mountains of central France. But with the Loire waterway improvement, there is every reason to expect that those most fertile regions, the Berri, the Orlennais, the Auvergne, Touraine, Anjou, will add great industrial activity to their rich agriculture.

NEARLY all the cities touched by the recent storm are praising their street departments for the efficiency displayed in clearing the thoroughfares. There is something very agreeable about this. Perhaps it is the novelty of it. City governments generally might be improved if some of their departments were oftener praised.

PREMIER MORET of Spain has given up the idea of calling the present Parliament together, and his reasons for deciding to appeal to the country some time this spring appear of the most urgent kind. He found it utterly impossible to come to terms with the opposition in reference to the discussion or elimination of certain subjects, such as the Rif campaign and the events in Catalonia. Some groups of the opposition, it is true, have declared their readiness to confine the debate to purely economic questions, but they will not keep silent if Morocco and Barcelona are broached, while other groups are inflexible in their resolve to force the debate on these points. The fact is, the pact engineered by Senor Moret between the Liberals and Republicans is by the Conservatives regarded as treason to the monarchy and the country and to the Liberals' mission as a "constitutional party." Yet this alliance, which caused the great break—an epochal break—between the two historic parties, Liberal and Conservative—was in all probability the only way in which Moret was able, at a most critical moment for the Spanish monarchy, to take up the reins dropped by the Conservative Maura cabinet on that inauspicious Oct. 21, 1909.

Only when it is remembered that so-called popular government in Spain has, for a generation or so, consisted purely and simply in a succession of compromises between the Liberal machine and the Conservative machine, without the slightest reference to the will of the people, and to the total exclusion from government and privilege of the two "extra-constitutional" parties, the Carlists and Republicans, can the full import of a rupture between the two allies be realized. It is distinctly revolutionary, for in these circumstances the general elections that are to take place in the spring are bound to be fundamentally different from those preceding. Those which, under the prevailing system of rotary government, were called "rotativismo," were a mere farce staged under the able management of the provincial bosses, the notorious "caciques." It would seem that the voice of the Spanish people was at last to be heard through the polls, and the ground for such a portentous manifestation may be said to have been well prepared in late years. Indeed, rebellion against the tyranny of caciquismo has for some time expressed itself in a powerful movement aiming—by means of a campaign of enlightenment—at the political emancipation of the sturdy peasantry of Spain, notably in the north and east. This movement, called "centro solidario" at a juncture like the present, is manifestly summoned to play a decisive role. When the new Cortes assemble in the spring, the political awakening of Spain may be an accomplished fact, with democracy crowned victor in one of its greatest contests.

Savings and Discipline

THERE is no lack of foresight in the method recently adopted by one of California's judges in dealing with paroled prisoners. His method offers a rational plan for cultivating self-respect as well as thrift. He requires the man on parole to set aside a proportion of his earnings, varying according to their amount, to be deposited in a savings bank, and thus to furnish the basis of a new start in life at the expiration of his sentence.

This method seems sound. The saving habit increases the feeling of independence in every man who adopts it. It was a wise father who said to his son, "It isn't that you must save in large amounts, but make a practise of saving." To spend less than one earns is, in most cases, a matter of discipline and commendable self-control. If the man out on parole can be made to save something, he is learning how to discipline himself, how to make his effort constructive. Persisted in, as the wise judge foresees, this means right living.

Who would have thought in the old times that in these times milk would be bringing in something like 26 per cent?

The Situation in Spain